DCN 877

8D

BRAC 95 Undergraduate Pilot Training Joint Cross-Service Group

Book 14

Mission requirements (cont.)

Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

3. Provide the historical attrition data for undergraduate pilot training by syllabus for FY 91-93:

Type of Pilot Training by Syllabus		Historical Attrition By Fiscal Year		
		1991	1992	1993
Primary (T-34C)	USN	33%	11%	16%
	USMC	13%	9%	10%
	USCG	18%	22%	10%
	FMS	19.77%	5.56%	4.08%
	USAF	0	0	0
Intermediate Maritime (T-34C) NOTE (1)	USN	0	0	0
	USMC	0	0	0
	USCG	0	0	0
	FMS	0	0	0
	USAF	0	0	0
Intermediate Rotary (T-34C) NOTE (1)	USN	0	0	0
	USMC	0	0	0
	USCG	0	0	0
	FMS	0	0	0
	USAF	0	0	0
Rotary (H-57)	USN	12.23%	2.92%	5.94%
	USMC	3.5%	2.29%	2.44%
	USCG	3.8%	3.85%	0
	FMS	2.5%	2.22%	0
	USAF	0	0	0

NOTE 1: INCLUDED IN PRIMARY ATTRITION.

Clarification to Joint Military Value and Capacity Analysis Data Calls
27 Aug 94

Please clarify the following questions:

1. (AETC/CNATRA) Capacity Analysis, *Mission Requirements*, Para E, Question 2. Please fill out the following chart with regard to training airframes:

AIRCRAFT	(1) UTILIZATION RATE (SORTIES/MONTH)	(2) PAA FOR THE COMMAND	(2) TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-34 (FY 94)	34	139	150
T-34 (FY 01)	34	126	* 138
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY)	Unknown	**	** 339
T-1 (FY 94)			
T-1 (FY 01)			
T-38 (FY 94)			
T-38 (FY 01)			
AT-38 (FY 94)			
AT-38 (FY 01)			
T-3 (FY 94)			
T-3 (FY 01)			
T-2 (FY 94)			
T-2 (FY 01)			
TA-4 (FY 94)			
TA-4 (FY 01)			
T-44 (FY 94)			
T-44 (FY 01)			
T-45 (FY 94)			
T-45 (FY 01) (TOTAL BUY)			

Note: 1. Based on peacetime planning factors.
2. PAA, Total ACFT inventory and distribution is a moving target based upon PTR decisions and other factors at various echelon levels.

* Reflects updated data (as to info provided in data call #19 mission RQMNTS, Para E., Ques #1) based upon current PTR projection for CTW-5 in FY2001.

** Current planned total JPATS buy for CNATRA - Initial delivery scheduled for NAS Whiting Field in FY2002. PAA for CNATRA = 304

ADDENDUM TO DATA CALL NINETEEN

1. How many simultaneous helicopter pattern operations can be conducted at Whiting Field and all OLF's (include OLF's currently used for T-34 aircraft)?

South Whiting

South Whiting is utilized as the base field for maintenance, arrival and departure point for all NOLF work, IFR and VFR airwork, and IFR and VFR cross country work. It is a day/night visual/instrument airfield with an operating control tower and radar facility. The number of aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously.

North Whiting

North Whiting could accommodate a limited number of rotary wing aircraft along with the fixed wing aircraft but its primary function is to handle fixed wing training. Again the number of rotary wing aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously.

NOLF Spencer

Maximum of 15 aircraft operating at NOLF
Left: 6 aircraft in pattern, 2 aircraft in low work
Right: 5 aircraft in pattern, 2 aircraft in low work
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Pace

Left: 4 aircraft in pattern
Right: 4 aircraft in pattern

NOLF Santa Rosa

Maximum of 11 aircraft at NOLF
Normal Pattern: 7 aircraft
Autorotations: 4 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft in determining number at site)

NOLF Site 8

Maximum of 12 aircraft at NOLF
Left: 6 aircraft in pattern
Right: 6 aircraft in pattern
- (When tactical work is conducted, only 3 aircraft allowed in that pattern)
- (Formation flights count as one aircraft for side but as individual aircraft in determining number at site)
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Harold

Currently utilize NOLF at a maximum of 07 aircraft. FAA approval allows 14 aircraft at NOLF.
Normal Pattern: 5 aircraft
Confined Landings: 2 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft for number at site)

Other

It is estimated that the following Fixed Wing NOLF's could accommodate ten (10) rotary wing aircraft if a requirement existed.

NOLF Holley	NOLF Saufley	NOLF Barin
NOLF Silverdale	NOLF Summerdale	NOLF Wolf
NOLF Evergreen	NOLF Choctaw (if assigned to TW-5)	

It is estimated that NOLF Brewton could accommodate eight (8) rotary wing aircraft due to the civil operations.

Command: **CNATRA**

Data Call Number Nineteen Amendment One
(Addendum Pages - Clarification of Joint Military Value and Capacity Analysis)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

Signature

14 OCT 1994
Date

CNET
Title

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME

Signature

Title

10/21/94
Date

RESPONSE FOR NATRACOM STATIONS TO:
BRAC 95: CLARIFICATION TO JOINT MILITARY VALUE AND CAPACITY ANALYSIS DATA CALLS, DTD 27 AUG 94

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

9-29-94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

Enc 2 (1)

Answers to BSAT Joint training
questions of 3 August 1994

Q1: Three VR routes (VR 1082, VR 1084, VR 1085) are located within 30 NM of NAS Whiting Field. All three routes are operated between 100 feet AGL and 1500 feet AGL depending on location of checkpoint.
CHANGE WILL BE SUBMITTED TO ADD THESE TO DATA CALLS.

Note: DC20 will be revised to include these routes. change to follow. SH (Neff) CWET N4434 8/17/94

Five (local use only) Helicopter Tactics (HTAC) routes (Purple, Black, Red, Green and Orange) are located within 30 NM of NAS Whiting Field. Training on these routes is conducted at 200 feet AGL except for Orange route which is 500 feet AGL.

Four SR Routes (SR 101, SR 103, SR 104, and SR 106) are located within 30 NM of NAS Whiting Field. These routes are currently limited to C-130 operations and operate between 250 feet AGL and 3000 feet AGL depending on location of checkpoint.

Q2: <u>NOLF Spencer</u>
Maximum of 15 aircraft operating at NOLF
Left: 6 aircraft in pattern, 2 aircraft in low work
Right: 5 aircraft in pattern, 2 aircraft in low work
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

<u>NOLF Pace</u>
Left: 4 aircraft in pattern
Right: 4 aircraft in pattern

<u>NOLF Site 8</u>
Maximum of 12 aircraft at NOLF
Left: 6 aircraft in pattern
Right: 6 aircraft in pattern
- (When tactical work is conducted, only 3 aircraft allowed in that pattern)
- (Formation flights count as one aircraft for side but as individual aircraft in determining number at site)
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

148 for OLF's
188 including mainfields

<u>NOLF Santa Rosa</u>
Maximum of 11 aircraft at NOLF
Normal Pattern: 7 aircraft
Autorotations: 4 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft in determining number at site)

<u>NOLF Harold</u>
Currently utilize NOLF at a maximum of 07 aircraft. FAA approval allows 14 aircraft at NOLF
Normal Pattern: 5 aircraft
Confined landings: 2 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft for number at site)

Enclosure (1)

It is estimated that the following Fixed wing NOLF's could accommodate ten (10) rotary wing aircraft if a requirement existed.

NOLF Holley	NOLF Saufley	NOLF Barin
NOLF Silverhill	NOLF Summerdale	NOLF Wolf
NOLF Evergreen	NOLF Choctaw (if assigned to TW-5)	

It is estimated that NOLF Brewton could only accommodate eight (8) rotary wing aircraft due to the civil operations.

Q3: South Whiting

South Whiting is utilized as the base field for maintenance, arrival and departure point for all NOLF work, IFR and VFR airwork, and IFR and VFR cross country work. It is a day/night visual/instrument airfield with an operating control tower and radar facility. The number of aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously

North Whiting

North Whiting could accommodate a limited number of rotary wing aircraft along with the fixed wing aircraft but its primary function is to handle fixed wing training. Again the number of rotary wing aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously

Q 4: Can you load munitions on training aircraft at your installation?

Yes.

CLOSE HOLD

NAS WHITHING FIELD

JOINT CROSS-SERVICE

CATEGORY:
UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

5 May 94

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

**********If any responses are classified, attach separate classified annex.**********

CLOSE HOLD

WC

Data For Capacity Analysis

Table of Contents

Mission Requirements 1
A. Undergraduate Flight Training (UFT) Throughput/Graduates 1
B. Flight Training 8
C. Flight Training Ground School 17
D. Other Ground Training 19
E. Training Airframes 21

Facilities 24
A. Airfield 24
North Field 24
South Field 35
Brewton 44
Barin 53
Evergreen 64
Holley 73
Saufley 83
Silverhill 93
Summerdale 104
Wolf 115
Harold 125
Pace 136
Santa Rosa 146
Site 8 157
Spencer 168

B. Airspace 178
A292 181
Pensacola North MOA 184
Pensacola South MOA 185
A211 186
R2905A 186a
R2905B 186b
R2908 . . . . . 186c
R2914A 186d
R2914B 186e
R2915A 186f
R2915B 186g
R2915C 186h

R2918 . . . . . 186i
R2919A 186j
R2919B 186k
Eglin MOA A East/West, B, C, D 187
Eglin MOA E 187a
Eglin MOA F 187b
Camden Ridge MOA 187c
Rose Hill 188
Tyndall MOA A 188a
Tyndall MOA B 188b
Tyndall MOA C 188c
Tyndall MOA D 188d
Tyndall MOA E 188e
Tyndall MOA F 188f
Rucker MOA A, B 189
Rucker MOA C 189a
Desoto MOA 189b
Desoto 2 MOA 190
Eagle Gulf One 190a
Eagle Gulf Two 190b
Pine Hill MOA E/W 191
VR-1020 . . . . . 191a
VR-1021 . . . . . 191b
VR-1022 . . . . . 191c
VR-1023 . . . . . 191d
VR-1024 . . . . . 191e
VR-179 . . . . . 191f
VR-060 . . . . . 191g
VR-1082 . . . . . 191h
VR-1084 . . . . . 191i
VR-1085 . . . . . 191j
W453 192
W155A 193
W155B 193a
W151A 194
W151B 195
W151C 195a
IR-15 . . . . . 195b
IR-17 . . . . . 195c
IR-19 . . . . . 195d
IR-21 . . . . . 195e
IR-30 . . . . . 195f

IR-31 . . . . . .195g
IR-37 . . . . . .195h
IR-38 . . . . . 195i
IR-40 . . . . . 195j
IR-57 . . . . . .195k
IR-59 . . . . . 195l

C. Ground Training 198
D. Aircraft Parking, Maintenance, and Supply 202

Features and Capabilities 206
A. Housing and Messing 206

Appendix 1 210

PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

Title	Location
COLUMBUS	COLUMBUS MS
CORPUS CHRISTI	CORPUS CHRISTI TX
FT RUCKER	FT RUCKER AL
KINGSVILLE	KINGSVILLE TX
LAUGHLIN	DEL RIO TX
MERIDIAN	MERIDIAN MS
PENSACOLA	PENSACOLA FL
RANDOLPH *	UNIVERSAL CITY TX
REESE	LUBBOCK TX
SHEPPARD	WITCHITA FALLS TX
VANCE	ENID OK
WHITING FIELD	MILTON FL

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

Mission Requirements

Undergraduate Flight Training (UFT) Throughput/Graduates

1. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan, and projected retention rates, give the projected yearly Pilot Training Rate (PTR)/Program Guidance Letter (PGL) requirements by installation for each of the next seven years.

Airfield: NAS WHITING FIELD

Type of Pilot Training by Syllabus		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year			
		1994	1995	1996	1997
General (Primary)	USN	265/10/123	28~~6~~9/10/134	326/10/151	336/10/156
	USMC	225/10/104	234/10/109	234/10/109	228/10/106
	USCG	58/10/27	55/10/26	62/10/29	62/10/29
	FMS	70/10/33	74/10/34	140/10/65	140/10/65
	USAF	2/10/1	16/10/8	20 ~~UNK~~	72 ~~UNK~~
Strike	USN	0	0	0	0
	USMC	0	0	0	0
	FMS	0	0	0	0
Maritime	USN	93/01/10	85/01/9	85/01/9	88/01/9
	USMC	19/01/2	21/01/2	21/01/2	21/01/2
	USCG	29/01/3	31/01/3	31/01/3	31/01/3
	USAF	UNK	0 ~~UNK~~	0 ~~UNK~~	0 ~~UNK~~
	FMS	29/01/3	45/01/5	45/01/5	45/01/5
E2/C2	USN	0	0	0	0
	USMC	0	0	0	0
	USCG	0	0	0	0
	FMS	0	0	0	0
Rotary Intermediate (T-34c)	USN	104/01/11	95/01/10	110/01/11	113/01/12
	USMC	119/01/12	134/01/14	134/01/14	131/01/14
	USCG	29/01/3	39/01/4	31/01/3	31/01/3
	FMS	41/01/4	65/01/7	65/01/7	65/01/7
Rotary Advanced *	USN	214/3.5/96	206/3.5/92	206 ~~226~~/3.5/101	214 ~~230~~/3.5/103
	USMC	188/3.5/84	181/3.5/81	181 ~~192~~/3.5/86	176 ~~189~~/3.5/85
	USCG	55/3.5/25	45 ~~40~~/3.5/18	38 ~~31~~/3.5/18	30 ~~31~~/3.5/14
	FMS	65/3.5/29	65/3.5/29	65/3.5/29	65/3.5/29

* ROTARY ADVANCED PTR CHANGED SINCE SUBMISSION OF DATA CALL 2.

Mission Requirements

P/B CNET N-443 10 mar 1994

Undergraduate Flight Training Throughput

Type of Pilot Training by Syllabus		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year			
		1998	1999	2000	2001
General (Primary)	USN	334 ~~336~~/10/156	332 ~~336~~/10/156	328 ~~336~~/10/156	334 ~~336~~/10/156
	USMC	226 ~~228~~/10/106	226 ~~228~~/10/106	222 ~~228~~/10/106	226 ~~228~~/10/106
	USCG	62/10/29	62/10/29	62/10/29	62/10/29
	FMS	140/10/65	140/10/65	140/10/65	140/10/65
	USAF	100 ~~UNK~~	100 ~~UNK~~	100 ~~UNK~~	100 ~~UNK~~
Strike	USN	0	0	0	0
	USMC	0	0	0	0
	FMS	0	0	0	0
Maritime	USN	87 ~~88~~/01/9	87 ~~88~~/01/9	86 ~~88~~/01/9	87 ~~88~~/01/9
	USMC	21/01/2	21/01/2	20 ~~21~~/01/2	21/01/2
	USCG	31/01/3	31/01/3	31/01/3	31/01/3
	USAF	0 ~~UNK~~	0 ~~UNK~~	1 ~~UNK~~	1 ~~UNK~~
	FMS	45/01/5	45/01/5	45/01/5	45/01/5
E2/C2	USN	0	0	0	0
	USMC	0	0	0	0
	USCG	0	0	0	0
	FMS	0	0	0	0
Rotary Intermediate (T-34c)	USN	112 ~~113~~/01/12	112 ~~113~~/01/12	110 ~~113~~/01/12	112 ~~113~~/01/12
	USMC	130 ~~131~~/01/14	129 ~~131~~/01/14	127 ~~131~~/01/14	129 ~~131~~/01/14
	USCG	31/01/3	31/01/3	31/01/3	31/01/3
	FMS	65/01/7	65/01/7	65/01/7	65/01/7
Rotary Advanced *	USN	214 ~~230~~/3.5/103	214 ~~230~~/3.5/103	214 230/3.5/103	214 ~~230~~/3.5/103
	USMC	176 ~~189~~/3.5/85	176 ~~189~~/3.5/85	176 ~~189~~/3.5/85	176 ~~189~~/3.5/85
	USCG	30 ~~31~~/3.5/14	30 ~~31~~/3.5/14	30 ~~31~~/3.5/14	30 ~~31~~/3.5/14
	FMS	65/3.5/29	65/3.5/29	65/3.5/29	65/3.5/29

* ROTARY ADVANCED PTR CHANGED SINCE SUBMISSION OF DATA CALL 2.

Mission Requirements (cont.)

Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

2. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan and projected retention rates, give the projected yearly NFO Training Rate (NFOTR)/Program Guidance Letter (PGL) Navigator Training requirements by installation for each of the next seven years. Provide any additional sources of NFO/Nav trainees.

Airfield: NAS WHITING FIELD

QUESTION NOT APPLICABLE FOR THIS COMMAND

Type of Navigator Training By Syllabus * (EXAMPLES)		Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Adv. Navigator (NAV)	USN	~~960/15%/24~~ ~~0~~** Hold CNET N-1133 and 12 May 94							
	FMS								
	NOAA								
SUNT Core	USAF								
	ANG								
	AFRES								
	FMS								
Etc.									

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.
** Example Entry

Mission Requirements (cont.)

Undergraduate Flight Training Throughput/Graduates (cont.)

4. Provide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:

QUESTION NOT VALID FOR THIS COMMAND

Type of Navigator Training By Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Adv Navigator (NAV)	USN	21%**		
	FMS			
	NOAA			

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**
**** Example Entry**

Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

Syllabus of Pilot Training	Level of Training	Graduates		
		FY 91	FY 92	FY 93
General	Primary	862	886	778
Strike	Intermediate	0	0	0
	Advanced	0	0	0
Maritime	Intermediate	222	206	66
	Advanced	0	0	0
E2/C2	Intermediate	0	0	0
	Advanced	0	0	0
Rotary	Intermediate	376	396	516
	Advanced	544	548	487

Mission Requirements (cont.)

Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

6. List all other officer training (i.e., non-undergraduate pilot/NFO/Navigator training) by activity conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and give the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Other Officer Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
INST GND	180	180	180	180	180	180	180	180	180	1.08
IP TRNG (FITU)	97	90	90	90	90	90	90	90	90	46.56
IP TRNG HITU)	64	60	60	60	60	60	60	60	60	30.72
ETSA FA DET	10	10	10	10	10	10	10	10	10	4.7

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

250

Mission Requirements (cont.)

A. Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
GMT	3679	3679	3679	3679	3679	3679	3679	3679	3679	1.77
ANNUAL NR&R	3276	3276	3276	3276	3276	3276	3276	3276	3276	3.28
MONTHLY NR&R	184	184	184	184	184	184	184	184	184	.74
NETSAFA 'ET	53	53	53	53	53	53	53	53	53	44.52

R

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

250

Mission Requirements (cont.)

Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
GMT	3679	3679	3679	3679	3679	3679	3679	3679	3679	1.77
ANNUAL NR&R	3276	3276	3276	3276	3276	3276	3276	3276	3276	3.28
MONTHLY NR&R	184	184	184	184	184	184	184	184	184	.33
NETSAFA DET	53	53	53	53	53	53	53	53	53	44.52

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

250

See FAX

Mission Requirements (cont.)

. Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.
Syllabus of Training*: PRIMARY Type Aircraft: T-34C

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA NOTE 1	NONE					
PAT NOTE 2	NONE					
AW NOTE 2	NONE					
ATCAA	NONE					
OWA	NONE					
OWAW	NONE					
WA	NONE					
AA NOTE 2,3	36	1.84	10,000	GEN/ MOA	4,500	66.4
RA	NONE					
RR	NONE					
MTR	NONE					

NOTE #1: SOME FLIGHTS LISTED UNDER "AA" BELOW MAY USE "MOA"
NOTE #2: DEPARTURES AND ARRIVALS USE "PAT", "AA", "GENERAL AIRSPACE" AND "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.
NOTE #3: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Mission Requirements (cont.)

Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training*: INTERMEDIATE ROTARY/NAVY MARITIMEType Aircraft: T-34C

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA NOTE 1	NONE					
PAT NOTE 2	NONE					
AW NOTE 2	NONE					
ATCAA	NONE					
OWA	NONE					
OWAW	NONE					
WA	NONE					
AA NOTE 2,3	13	2.0	10,000	GEN/ MOA	4,800	26
RA	NONE					
RR	NONE					
MTR	NONE					

NOTE #1: SOME FLIGHTS LISTED UNDER "AA" BELOW MAY USE "MOA"

NOTE #2: DEPARTURES AND ARRIVALS USE "PAT", "AA", "GENERAL AIRSPACE" AND "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #3: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

Key to types of airspace:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Mission Requirements (cont.)

Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training*: INTERMEDIATE MARITIME MARINE Type Aircraft: T-34C

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA NOTE 1	NONE					
PAT NOTE 2	NONE					
AW NOTE 2	NONE					
ATCAA	NONE					
OWA	NONE					
OWAW	NONE					
WA	NONE					
AA NOTE 2,3	13	2.0	10,000	GEN/ MOA	4,500	26.0
RA	NONE					
RR	NONE					
MTR	NONE					

NOTE #1: SOME FLIGHTS LISTED UNDER "AA" BELOW MAY USE "MOA"

NOTE #2: DEPARTURES AND ARRIVALS USE "PAT", "AA", "GENERAL AIRSPACE" AND "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #3: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

Key to types of airspace:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Mission Requirements (cont.)

Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training*: ADVANCED HELICOPTER Type Aircraft: H-57

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA NOTE 1,3	NONE					
PAT NOTE 1	NONE					
AW	NONE					
ATCAA	NONE					
OWA NOTE 4	1	0.5	0.5	N/A	25	0.5
OWAW	NONE					
WA	NONE					
AA NOTE 1,2	69	1.67	10,000	GEN/ PAT	4,500	115.6
RA	NONE					
RR	NONE					
MTR	NONE					

NOTE 1: DEPARTURES AND ARRIVALS USE "PAT", "AA", "GENERAL AIRSPACE" AND "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.
NOTE 2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.
NOTE 3: "PAT" COULD BE OVER RUNWAYS OR CERTIFIED GRASS AREAS
NOTE 4: ALL HELO SHIP QUAL TRAINING MUST BE COMPLETED AT SITE

Key to types of airspace:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

Mission Requirements (cont.)

. Flight Training

2. Give the total number of day and night sorties required for each undergraduate/graduate pilot and/or NFO/Navigator training syllabus and trainer aircraft (and level of training) for student training, overhead, and the total requirement.

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Sorties required per graduate					
			Student (syllabus)		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C	34	2	6.39	1	40.39	3
		JPATS	UNK	UNK	UNK	UNK	UNK	UNK
Strike	Intermediate	T-2	N/A					
		T-45[1]	N/A					
	Advanced	TA-4J	N/A					
		T-45	N/A					
E2/C2	Intermediate	T-44	N/A					
	Advanced	T-45[2]	N/A					
		T-2	N/A					
Maritime	Intermediate	T-34c	11	2	*	*	11	2
		JPATS	UNK	UNK	UNK	UNK	UNK	UNK
	Advanced	T-44	N/A					
Rotary	Intermediate	T-34c	11	2	*	*	11	2
		JPATS	UNK	UNK	UNK	UNK	UNK	UNK
	Advanced	TH-57	65	5	8.6	3	73.6	8

*** INCLUDED IN PRIMARY OVERHEAD**
N/A = NOT APPLICABLE THIS COMMAND
JPATS SORTIES ARE UNKNOWN AT THIS TIME. NUMBER OF SORTIES WILL DEPEND ON AIRCRAFT SELECTED IN THE SOURCE SELECTION PROCESS

rhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, flights, warm-up flights, and instrument check flights
equirements for the T-45 are still being derived, give best estimate.

Mission Requirements (cont.)

. Flight Training

3. Indicate your training weather minimums (ceiling/visibility & crosswinds) by aircraft type and syllabus.

a. Helicopter Weather Minimums

(1) Day

CEIL/VIS	OPERATION
OPNAV 3710.7 MINS	IFR flight plan
300-1	Maintenance homefield bounce (Maintenance aircraft only)
400-1	FCLP Homefield (SVFR required)
500-1	Takeoff from NDZ and local pattern (SVFR required)
500-1	En route dual
500-1	NDZ departures (airwork or NDZ-on-top). Aircraft commencing the approach will coordinate with Santa Rosa pattern traffic if an actual approach to VFR conditions is performed
500-1	HLT ops/low level BI
600-1	Dual site ops
600-1	HTAC route flights/dual Form en route and at site
700-2	FAM solos
1000-3	RI, BI, FORM, ONAV
1500-3	Solo ONAV
1500-3	Solo AIRNAV, departure point and destination

(2) Night

600-1	NDZ bounce (SVFR)
700-2	Santa Rosa HTAC's (SVFR)
1000-3	In training areas - Duke Field

(3) Wind/Turbulence

Above 15 kts or gusts greater than 20 kts
Hold FAM solos (when gusts exceed 15kts, ODO/FDO to get PIREP from the site)

Above 20 kts and/or gusts greater than 25 kts
Hold all SNA solos/dual FAM's

Gust peaks exceeding 35 kts
Hold duals

Above 5 kts tailwind
SNA solo takeoff/landing prohibited.

Mission Requirements (cont.)

Flight Training

(4) Dew Point/Temperature Spread

2 degrees -	If fog is forming and weather is forecast to fall below minimums contained in paragraph 1008.B.1 within one hour, recall applicable local area operations.
3 degrees -	If fog is forming and weather is forecast to fall below minimums contained in paragraph 1008.B.2 within one hour, recall applicable local area night operations.

Mission Requirements (cont.)

B. Flight Training

b. T-34 WEATHER MINIMUMS

WEATHER CRITERIA DUAL CURRICULUM FLIGHTS

TYPE FLIGHT	TYPE DEPARTURE	DEPARTURE WEATHER MINIMUMS	ALTERNATE REQUIRED?	OPERATING AREA CEILING/VISIBILITY	FORECAST RECOVERY WEATHER NSE	REMARKS
FAM	VFR	VFR	YES	VMC		SPIN,ATS,STS MANEUVERS FAM
					500-1 ETA ± 1 HR	WILL NOT BE PERFORMED WITH-
	NSE-ON-TOP	500-1	YES	VMC		OUT GROUND VISUAL REFERENCE
	NSE-1 (IFR)	500-1	YES		500-1 ETA ± 1 HR	NSE-2 MUST REMAIN VMC
BI				VMC IN MOA	500-1 ETA ± 1 HR	EN ROUTE TO THE MOA.
	NSE-2 (VFR)	VFR	YES			
	VFR	VFR	YES	VMC - MINIMUM	500-1 ETA ± 1 HR	
PA				CEILING 8000'		SEE NOTE 1 ON FIG. 1-2
	NSE-ON-TOP	500-1	YES			
	VFR	VFR	YES	VMC		
RI	NSE-ON-TOP	500-1	YES	VMC	500-1 ETA ± 1 HR	
	FILED IFR	IAW OPNAV 3710.7	YES	IAW OPNAV 3710.7	IAW OPNAV 3710.7	SEE PARA 1006 WEATHER CRIT.
	VFR	VFR	YES			MAY WORK OVER CEILING
FORM					500-1 ETA ± 1 HR	WITH NSE-ON-TOP CLEARANCE
	NSE-ON-TOP	500-1	YES	VMC		
NIGHT						
FAM	VFR	VFR	YES			
VISUAL NIGHT				VMC	500-1 ETA ± 1 HR	
NAV	NSE-ON-TOP	500-1	YES			
AIRNAV		IAW OPNAV 3710.7	YES		DESTINATION WX	
or	FILED IFR	(Standard Card		IAW 3710.7, i.e.		
C/C		Mins)		SINGLE PILOTED		
VISUAL	VFR		YES	VMC	500-1 ETA ± 1 HR	
DAY NAV	NSE-ON-TOP	500-1	YES		500-1 ETA ± 1 HR	

Mission Requirements (cont.)

B. Flight Training

WEATHER CRITERIA SOLO CURRICULUM FLIGHTS

TYPE FLIGHT	FLIGHT DEPARTURE	DEPARTURE WEATHER MINIMUMS	ALTERNATE REQUIRED?	OPERATING AREA CEILING/VISIBILITY	FORECAST RECOVERY WEATHER NSE	REMARKS
FAM	VFR	3000-5	YES	5000-5	3000-5 ETA ±1 HR	(NOTE 2)
PA	VFR	3000-5	YES	8000-5	3000-5 ETA ±1 HR	(NOTE 2)
FORM	VFR	3000-5	YES	5000-5	3000-5 ETA ±1 HR	(NOTE 2)

NOTE 1: Aerobatics will not be performed without ground visual reference. Aircraft must maintain cloud clearance IAW OPNAVINST 3710.7 series.

NOTE 2: All solos shall be on deck 30 minutes prior to sunset. Flight Duty Officers will not allow student solo flights to take off when weather is below depicted minimums.

Mission Requirements (cont.)

C. Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-*xx*, 179-*xx* CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

CCN: 171-35 (a) PILOT

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)	
General	Primary	2C42 (UTD)(T-34C)	6.0	R
		2B37 (IFT/OFT)(T-34C)	20.8	R
Strike	Intermediate	N/A		
		N/A		
	Advanced	N/A		
		N/A		
E2/C2	Intermediate	N/A		
		N/A		
	Advanced	N/A		
		N/A		
Maritime	Intermediate	2B37 (IFT/OFT)(T-34C)	10.4	R
		N/A		
	Advanced	N/A		
		N/A		
Rotary	Intermediate	2B37 (IFT/OFT)(T-34C)	10.4	R
		N/A		
	Advanced	2C67 (UTD)(H-57B/C)	6.5	R
		2B42 (IFT/OFT)(H-57B/C)	36.4	R

N/A: NOT APPLICABLE TO THIS COMMAND

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

CCN: 171-10 (a) PILOT

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	ACADEMIC CLASSROOMS	180.8
		N/A	
Strike	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
E2/C2	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
Maritime	Intermediate	ACADEMIC CLASSROOMS	10.0 *
		N/A	
	Advanced	N/A	
		N/A	
Rotary	Intermediate	ACADEMIC CLASSROOMS	10.0 *
		N/A	
	Advanced	ACADEMIC CLASSROOMS	96.3
		N/A	

N/A: NOT APPLICABLE TO THIS COMMAND
* ADD TWO HOURS FOR MARINE STUDENTS

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-*xx*, 179-*xx* CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN: 171-20

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	BRIEFING/DEBRIEFING	36
		N/A	
Strike	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
E2/C2	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
Maritime	Intermediate	BRIEFING/DEBRIEFING	19.5
		N/A	
	Advanced	N/A	
		N/A	
Rotary	Intermediate	BRIEFING/DEBRIEFING	19.5
		N/A	
	Advanced	BRIEFING/DEBRIEFING	56
		N/A	

N/A: NOT APPLICABLE TO THIS COMMAND

Mission Requirements (cont.)

Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

(a) PILOT

CCN: 171-35

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	2C42	6.0
		2B37	20.8
Strike	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
E2/C2	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
Maritime	Intermediate	2B37	10.4
		N/A	
	Advanced	N/A	
		N/A	
Rotary	Intermediate	2B37	10.4
		N/A	
	Advanced	2C67	6.5
		2B42	36.4

N/A: NOT APPLICABLE TO THIS COMMAND

Mission requirements

Ground School Flight Training (cont.)

(b) NFO

QUESTION NOT VALID FOR THIS COMMAND

CCN: N/A

Type of NCO Training	Level of NCO Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	N/A	
		N/A	
General	Intermediate	N/A	
		N/A	
NAV	Advanced	N/A	
		N/A	
N/BN	Advanced	N/A	
		N/A	
RIO	Advanced	N/A	
		N/A	
OJN	Advanced	N/A	
		N/A	
ATDS	Advanced	N/A	
		N/A	

2. List any additional constraints or limitations to the flight training ground school facilities that impact the training mission.

NONE

Mission Requirements (cont.)

. Other Ground Training

1. By facility Category Code Number (CCN), for facilities in which student pilot or NFO/Navigator training is conducted, provide the usage requirements for other than student pilot or NFO/Navigator training. Include all applicable 171-*xx*, 179-*xx* CCN's. Other use made of the facilities must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN:171-10

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs Student	Hrs/Yr	Hrs Student	Hrs/Yr
CLASSROOMS	INSTRUCTOR PILOTS	INSTRUMENT GROUND SCHOOL	12	144	12	144
CLASSROOMS	TROY STATE	GRADUATE EDUCATION	5	250	5	250
CLASSROOMS	USN, OTHERS	PSYCHOLOGICAL RESEARCH, OTHER	5	2000	5	2000

Mission Requirements (cont.)

Other Ground Training

2. By facility Category Code Number (CCN), provide the usage requirements for facilities in which student pilot or NFO/Navigator training is not conducted. Include all applicable 171-xx, 179-xx CCN's. This usage must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN: 17x-xx

NONE - ALL OUR FACILITIES ARE DESIGNATED FOR STUDENT TRAINING.

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
17110 ACADEMIC INSTRUCTION	VARIOUS	GENERAL	12/3500	42000	12/3500	42000 *
17120 APPLIED INSTRUCTION	VARIOUS	GENERAL	8/17000	136000	8/17000	136000
17125 AUDITORIUM	VARIOUS	GENERAL	2/15600	31200	15600	31200
17940 SMALL ARMS	SECURITY	QUALS	1.5/1727	2590.5	1.5/1727	2590.5
17945 FIRE TOWER	FIREHOUSE	QUALS	1/636	636	1/636	636
17945 DRILL TOWER	FIREHOUSE	QUALS	1/2076	2076	1/2076	2076
17955 COMBAT TRAINING POOL	MWR	**	0	0	0	0

* NOTE: FACILITIES ARE USED AFTER HOURS AND ON WEEKENDS BY VARIOUS SCHOOLS AND ORGANIZATIONS.
**NOTE: USED BY MWR FOR RECREATION AND PRT.

Mission Requirements (cont.)

Training Airframes

1. Provide the number of aircraft (by type) that will be based at each base for use in undergraduate/graduate pilot and NFO/Navigator training programs in the Fiscal Year indicated; and the number of other aircraft **not** used for training. Project requirements if necessary.

BASE: NAS WHITING FIELD

	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
T-2	N/A	N/A	N/A	N/A	N/A
TA-4J	N/A	N/A	N/A	N/A	N/A
T-34C	155	150	147	147	147
T-39	N/A	N/A	N/A	N/A	N/A
T-43	N/A	N/A	N/A	N/A	N/A
T-44	N/A	N/A	N/A	N/A	N/A
T-45	N/A	N/A	N/A	N/A	N/A
TH-57B	47	46	46	46	46
TH-57C	74	73	73	73	73
JPATS	N/A	N/A	N/A	N/A	N/A

	FY 1998	FY 1999	FY 2000	FY 2001
T-2	N/A	N/A	N/A	N/A
TA-4J	N/A	N/A	N/A	N/A
T-34C	147	147	147	147
T-39	N/A	N/A	N/A	N/A
T-43	N/A	N/A	N/A	N/A
T-44	N/A	N/A	N/A	N/A
T-45	N/A	N/A	N/A	N/A
TH-57B	46	46	46	46
TH-57C	73	73	73	73
JPATS	N/A	0	3	22

NOTE: TRAINING AIR WING FIVE IS REPORTING CUSTODIAN ONLY

Mission Requirements (cont.)

E. Training Airframes (cont.)

AIRCRAFT NOT USED FOR TRAINING

	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY2000	FY2001
C-12/21	0	0	0	0	0	0	0	0	0
H-60	0	0	0	0	0	0	0	0	0

2. Provide the following information for each training airframe used for pilot and NFO/Navigator training:

AIRCRAFT TYPE: T-34C

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	47.87 HOURS PER MONTH
Average Sortie Duration (ASD) (hrs)	1.94
Planned Turn Time (hrs) (Time from landing to takeoff)	2.0
Min Runway Length (ft)	2,200
Preferred Runway Length (ft)	4,000
Min Runway Length for Touch and Go (T/G) (ft)	2,200
Runway Width (ft)	150 FT
Required Taxiway Width (ft)	40 FT
Weight Bearing Requirement (kips)	LESS THAN 10,000 LBS
Apron Space Required (ft^2/Aircraft)	5130
Hangar Space Required (ft^2/Aircraft)	1296
Navigation Equipment On-Board (GPS?--when?)	VOR/TACAN/LOC

NOTE: GPS CONFIGURED HOWEVER NOT INTEGRATED

R

Mission Requirements (cont.)

Training Airframes (cont.)

AIRCRAFT NOT USED FOR TRAINING

	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY2000	FY2001
C-12/21	0	0	0	0	0	0	0	0	0
H-60	0	0	0	0	0	0	0	0	0

2. Provide the following information for each training airframe used for pilot and NFO/Navigator training:

AIRCRAFT TYPE: T-34C

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	59.6 HOURS PER MONTH
Average Sortie Duration (ASD) (hrs)	1.94
Planned Turn Time (hrs) (Time from landing to takeoff)	2.0
Min Runway Length (ft)	2,200
Preferred Runway Length (ft)	4,000
Min Runway Length for Touch and Go (T/G) (ft)	2,200
Runway Width (ft)	150 FT
Required Taxiway Width (ft)	40 FT
Weight Bearing Requirement (kips)	~~LESS THAN 10,000 LBS~~ 4.5
Apron Space Required (ft²/Aircraft)	5130 1
Hangar Space Required (ft²/Aircraft)	1296 2
Navigation Equipment On-Board (GPS?--when?)	VOR/TACAN/LOC

NOTE: GPS CONFIGURED HOWEVER NOT INTEGRATED

CNATRA N6 REVISION 5/12/4

NOTE: 1. NAVFAC P-80 TABLE 113-20B

2. PER NAVFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRAFT

CNATRA N6 REVISION 5/12/94

See FAX

Mission Requirements (cont.)

E. Training Airframes (cont.)

AIRCRAFT TYPE: H-57

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	51.96 HOURS PER MONTH
Average Sortie Duration (ASD) (hrs)	1.56
Planned Turn Time (hrs) (Time from landing to takeoff)	1.75
Min Runway Length (ft)	NOTE 1
Preferred Runway Length (ft)	NOTE 1
Min Runway Length for Touch and Go (T/G) (ft)	NOTE 1
Runway Width (ft)	NOTE 1
Required Taxiway Width (ft)	NOTE 1
Weight Bearing Requirement (kips)	LESS THAN 10,000 LBS
Apron Space Required (ft^2/Aircraft)	6165
Hangar Space Required (ft^2/Aircraft)	400
Navigation Equipment On-Board (GPS?--when?)	VOR/TACAN/ RNAV/LOC/ILS/ADF

R

NOTE 1: H-57'S DO NOT NEED RUNWAYS AND TAXIWAYS. THEY CAN OPERATE FROM GRASS OR PAVED AREAS.

3. List any additional constraints or limitations to the training airframes that impact the training mission.

NONE

Mission Requirements (cont.)

Training Airframes (cont.)

AIRCRAFT TYPE: H-57

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	65.6 HOURS PER MONTH
Average Sortie Duration (ASD) (hrs)	1.56
Planned Turn Time (hrs) (Time from landing to takeoff)	1.75
Min Runway Length (ft)	NOTE 1
Preferred Runway Length (ft)	NOTE 1
Min Runway Length for Touch and Go (T/G) (ft)	NOTE 1
Runway Width (ft)	NOTE 1
Required Taxiway Width (ft)	NOTE 1
Weight Bearing Requirement (kips)	LESS THAN 10,000 LBS
Apron Space Required (ft^2/Aircraft)	6165 [1]
Hangar Space Required (ft^2/Aircraft)	400 [2]
Navigation Equipment On-Board (GPS?--when?)	VOR/TACAN/ RNAV/LOC/ILS/ADF

NOTE 1: H-57'S DO NOT NEED RUNWAYS AND TAXIWAYS. THEY CAN OPERATE FROM GRASS OR PAVED AREAS.

3. List any additional constraints or limitations to the training airframes that impact the training mission.
NONE

NOTE: 1. NAVFAC P-80, TABLE 113-20 B

2. PER NAVFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRAFT

CNATRA N6
REVISION
5/12/94

See FAX

Facilities

NORTH FIELD

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NAS WHITING FIELD (NORTH)

Location (Lat/Long and nearest town): 30 43.4'N 87 01.3'W, MILTON FL

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership:NAVY (Air Force/Army/Navy/Civilian)

For OLF: Distance (nm) from home field: HOMEFIELD

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	43029	47129	41629
	Graduate Training Sorties	2224	2280	2061
	Training Support Sorties*	5605	5596	4540
	Other Sorties	4764	1393	825
	TOTAL SORTIES:	55622	56398	49055
Non-Operational Hours[3]	Standdowns	85	68.6	68.6
	Maintenance	0	0	0
	Other Events	0	34.3	68.6

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES: MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS: 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

as when the airfield was closed for flight operations

Facilities (cont.)

NORTH FIELD (cont.)

3.Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[4]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

N/S 2

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

NORTH FIELD (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/5.0	12.15/5.0	12.15/5.0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

Aircraft Type:T-34C Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	18.17	18.17	22.0
	Intermediate	*	*	*
	Advanced	0	0	0
	Etc	0	0	0
Maintenance		*	*	*
Operations		0	0	0
Other Military Flights		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	18.17	18.17	22.0

* Included in primary figures

NOTE 1: 46 Year average below VFR = 13%
NOTE 2: All syllabus flights are made up

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

NORTH FIELD (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

NORTH FIELD (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NORTH WHITING

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	93.16	63.6
Maritime	Intermediate (T-34C)	3.42	18.2
Rotary	Intermediate (T-34C)	3.42	18.2
	Total	100	100

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

NORTH FIELD (cont.)

Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

99 OPERATIONS PER HOUR. NAS WHITING (NORTH)

ANNUAL DAYLIGHT SERVICE VOLUME (ASV.WK1)

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	89	130	100	1
IFR	0	6.2	63	48	4
LOW MIN	0	4.8	0	0	4

OPS PER HOUR: 99
SERVICE VOLUME: 283,828
AIR STATION: NAS WHITING (NORTH)
REMARKS:CHART 3-4 VFR, 3-44 IFR AND BELOW 400/1
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
165	1	0.79	130	3-4
63	1	1	63	3-44

The original answer for question number 9 on page 29 of Joint Data Call 19, did not consider operational capacity for JPATS contenders.

The operations per hour capacity (99) considered T-34C's current and historical operating procedures (split field operations) at NAS Whiting Field (North). The capacity of 99 operations per hour was derived by considering VFR, IFR, and below minimum periods while considering zero touch and go operations. This equates to 130 operations per hour in VFR periods, 63 operations per hour in IFR and zero when below minimums. This data is similarly applicable for the vast majority of JPATS contenders.

Take off ground roll (TGR) and landing ground roll (LGR) data on the two aircraft exceptions would prevent split field operations. Therefore, the hourly capacity for these two exceptions would be reduced to 72 operations per hour considering VFR, IFR, and below minimum periods while considering zero touch and go operations. This equates to 89 operations per hour in VFR periods, 60 operations per hour in IFR and zero when below minimums.

Historically, the runways at NAS Whiting Field (South), have, in essence, served as parallel runways to augment peak and/or surges in operations at North Field. With minimal operational and facility modifications, this enhanced capacity could continue with all JPATS contenders.

Facilities (cont.)

NORTH FIELD (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 5 Traffic Count	35,809	30,726	31,983
Runway 14 Traffic Count	29,734	28,630	21,305
Runway 23 Traffic Count	20,928	29,045	22,339
Runway 32 Traffic Count	27,830	32,455	29,497

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2
CNATRA N3

	FY 1991	FY 1992	FY 1993
VFR	~~87~~ 50	~~87~~ 50	~~87~~ 50
IFR	~~13~~ 50	~~13~~ 50	~~13~~ 50
Total	100%	100%	100%

NOTE: 46 YEAR AVERAGE FOR BELOW VFR IS 13%

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

1. AIR TRAFFIC CONTROL MANNING
2. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[5].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

[5] for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

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NORTH FIELD (cont.)

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[6]

NONE WITH CURRENT TYPE AIRCRAFT

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS IN THE NORTH WHITING AIRPORT TRAFFIC AREA.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

* No touch-and-go

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 227,615

[6] for each independent runway complex at the home field and all OLFs and by aircraft type

The original answer for question number 11 on page 31 of Joint Data Call 19, did not consider the sortie capacity for JPATS contenders.

The sortie capacity considered T-34C's current and historical operating procedures (split field operations) at NAS Whiting Field (North). This data is similarly applicable for the vast majority of JPATS contenders.

Take off ground roll (TGR) and landing ground roll (LGR) data on the two aircraft exceptions would prevent split field operations. Therefore, the sortie capacity for these two exceptions would be reduced. Based on 72 operations per hour (Question 9) multiplied by 17.15 hours (Question 4), multiplied by 237 days per year (Question 4) = maximum operations per year of 292,648. Each sortie is two operations therefore the maximum sortie rate is 146,324 per year.

Historically, the runways at NAS Whiting Field (South), have, in essence, served as parallel runways to augment peak and/or surges in operations at North Field. With minimal operational and facility modifications, this enhanced capacity could continue with all JPATS contenders.

Facilities (cont.)

NORTH FIELD (cont.)

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE.

BASED ON THE NATS STUDY PRODUCED IN 1987, NORTH FIELD HAS THE CAPACITY TO GENERATE SORTIES TO SUPPORT A PILOT TRAINING RATE OF 1,500 STUDENTS WITH A SURGE CAPACITY OF 1,925 STUDENTS IN THE T-34C AIRCRAFT. considered everything

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
05/23	6000	200	TT 70K		X				None	(I) (N)	(I) (V)
14/32	6000	200	TT 71.8K		X				None	(I),(N)	(I),(V)

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting
TT-- TWIN TANDEM

Facilities (cont.)

NORTH FIELD (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
05	WHITING RADAR	ASR
14	WHITING RADAR	ASR
23	WHITING RADAR	ASR
05	WHITING TACAN	TACAN RWY 5
14	WHITING TACAN	TACAN RWY 14
23	WHITING TACAN	TACAN RWY 23

NOTE: T-34C OPERATE AT SOUTH FIELD FOR PRACTICE AND FULL STOP PRECISION APPROACHES. AIRCRAFT RETURN TO NORTH FIELD VIA A TAXIWAY.

Facilities (cont.)

A. NORTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	266,667	NOTE 1,2
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	307,060	NOTE 1
113	Access Aprons	SY	15,000	NOTE 3
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	(N4)	
121	Defueling	OL/GM	(N5)	
124	Fuel Storage	GA	402,040	NOTE 1
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	1,000	NOTE 1
422	Open Ammunition Storage	SY	0	

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: AN ADDITIONAL 219,217 SY OF OLD RUNWAY SURFACE EXISTS. R
EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

NOTE 4: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO TRUCKS CAN REFUEL OR DEFUEL.

NOTE 5: CONTRACTOR OWNED

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities (cont.)

NORTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	266,667	NOTE 1,2
111	Runways Rotor Wing	SY	0	—
111	Landing Pads	SY	0	—
113	Parking Aprons	SY	307,060	NOTE 1
113	Access Aprons	SY	15,000	NOTE 3
121	Direct Fueling	OL/GM	0	—
121	Truck Fueling	OL/GM	(N4)	—
121	Defueling	OL/GM	(N5)	—
124	Fuel Storage	GA	402,040	NOTE 1
136-36 (USN)	Carrier Lighting	EA	0	—
149	Arresting Gear	EA	0	—
421 422(AF)	Ammunition Storage	CE	1,000	NOTE 1
422	Open Ammunition Storage	SY	0	—

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: AN ADDITIONAL 265,000 SY OF OLD RUNWAY SURFACE. EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

NOTE 4: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO TRUCKS CAN REFUEL OR DEFUEL.

NOTE 5: CONTRACTOR OWNED

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities

SOUTH FIELD

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/OLF Name: NAS WHITING FIELD (SOUTH)

Location (Lat/Long and nearest town): 30 41.8'N 87 01.0'W, MILTON, FL

Syllabi and Level of Training Supported:
ADVANCED HELICOPTER TRAINING. RADAR AND WEATHER RECOVERY AIRFIELD FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING. ALSO SERVES AS TRANSIENT AIRFIELD.

Ownership: **NAVY** (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: **HOMEFIELD**

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	47005	43944	39290
	Graduate Training Sorties	1799	3156	2508
	Training Support Sorties*	2093	2301	2288
	Other Sorties	2422	1829	702
	TOTAL SORTIES:	53319	51230	44788
Non-Operational Hours[7]	Standdowns	85.75	68.6	68.6
	Maintenance	0	0	0
	Other Events	0	34.3	0

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES: MIDSHIPMAN AND TRANSIENTS
- OTHER EVENTS: 1992 HURRICANE ANDREW; WHITING FIELD 50TH ANNIVERSARY

[7] when the airfield was closed for flight operations

Facilities (cont.)

SOUTH FIELD (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[8]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

SOUTH FIELD (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/5.0	12.15/5.0	12.15/5.0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

Aircraft Type: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	11.98	11.98	10.0
	Etc.*	0	0	0
Maintenance		0	0	0
Operations		0	0	0
Other Military Flights		1.0	1.0	1.0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	12.98	12.98	11.0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.

NONE

Facilities (cont.)

SOUTH FIELD (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless ofintensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

SOUTH FIELD (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: SOUTH FIELD

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	2.92	2.54
Maritime	Intermediate (T-34C)	.54	.73
Rotary	Intermediate (T-34C)	.54	.73
Rotary	Advanced (H-57)	96.0	96.0
	Total	100	100

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

112 OPERATIONS PER HOUR. USING FIGURE A5-6 OF FAA MANUAL, CAPACITY IS 140. AFTER DEDUCTING 13% FOR WEATHER AND 7% FOR OTHER ACTIVES, AIRFIELD HOURLY CAPACITY IS 112 PER HOUR.

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 5 Traffic Count	27395	23797	27073
Runway 14 Traffic Count	33972	25214	26230
Runway 23 Traffic Count	19983	21903	19024
Runway 32 Traffic Count	38737	50073	54338

Facilities (cont.)

SOUTH FIELD (cont.)

. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~87~~ 50	~~87~~ 50	~~87~~ 50
IFR	~~13~~	~~13~~ 50	~~13~~ 50
Total	100%	100%	100%

NOTE: 46 YEAR AVERAGE FOR BELOW VFR IS 13%

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[9].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations9

NONE WITH CURRENT TYPE AIRCRAFT

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS.

swer for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

SOUTH FIELD (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

SOUTH FIELD (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
05/23	6000	200	TT2311		X				NONE	(I),(N)	(I)
14/32	6000	200	TTT275 K TT131		X				NONE	(I),(N)	(I)

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
-- NVG Lighting
--TWIN TANDEM

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

PLANNING INITIATED FOR PAPI LIGHTS AND AN ILS.

Runway Designation	NAVAID	Published Approaches
05	WHITING RADAR	ASR
05	WHITING TACAN	TACAN 001
14	WHITING RADAR	ASR
23	WHITING RADAR	PAR
23	WHITING RADAR	ASR
32	WHITING RADAR	ASR
32	WHITING RADAR	PAR
32	WHITING TACAN	TACAN 32

Facilities (cont.)

A. SOUTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	266,667	NOTE 1,2
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	1,111	NOTE 1
113	Parking Aprons	SY	226,667	NOTE 1
113	Access Aprons	SY	95,556	NOTE 3
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: THERE IS AN ADDITIONAL 258,345 SY OF OLD RUNWAY SURFACE RATED INADEQUATE. R
THE EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities (cont.)

SOUTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	266,667	NOTE 1,2
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	1,111	NOTE 1
113	Parking Aprons	SY	226,667	NOTE 1
113	Access Aprons	SY	95,556	NOTE 3
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: THERE IS AN ADDITIONAL 225,833 SY OF OLD RUNWAY SURFACE RATED INADEQUATE. THE EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities

BREWTON

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF BREWTON (BREWTON MUNI)

Location (Lat/Long and nearest town): 31 03'N 87 04'W, BREWTON, AL

Syllabi and Level of Training Supported:
LEASED BY THE NAVY FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: CIVILIAN (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 23.5 NM N OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5558	5672	5330
	Graduate Training Sorties	359	471	450
	Training Support Sorties*	1084	747	722
	Other Sorties	34	115	18
	TOTAL SORTIES:	7035 ~~7065~~	7005	6520
Non-Operational Hours[10]	Standdowns	57.5	46.0	46.0
	Maintenance	0	0	0
	Other Events	0	23.0	34.5

HEARD CNET N-4433 dtd 12 May

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[10] when the airfield was closed for flight operations

Facilities (cont.)

BREWTON (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[1]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[1]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

[1] If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. BREWTON (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	24.8	14.2	10.6
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		2.7	2.3	4.0
Other		0	0	0
	Total	27.5	16.5	14.6

R

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Inconsistent with DC 2

cilities (cont.)

BREWTON (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night	11.5/0 *	11.5/0 *	11.5/0 *
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

RCRAFT TYPE: T-34c Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	24.8	14.2	14.2
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		2.7	2.3	4.0
Other		0	0	0
	Total	27.5	16.5	18.2

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

* Data call 2 - 12.15 average daylight flying hrs.

Facilities (cont.)

BREWTON (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night	11.5/0	11.5/0	11.5/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

IRCRAFT TYPE: T-34c Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	24.8	14.2	14.2
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		2.7	2.3	4.0
Other		0	0	0
	Total	27.5	16.5	18.2

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

See FAX

Facilities (cont.)

BREWTON (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF BREWTON

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	100	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
	Total	100	0

Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

BREWTON (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
ELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

BREWTON (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 6 Traffic Count	24661	19513	18813
Runway 12 Traffic Count	13638	12785	20618
Runway 24 Traffic Count	12757	9833	11020
Runway 30 Traffic Count	52993	63973	45211

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[12].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[13]

NONE WITH CURRENT TYPE AIRCRAFT

[12] for each independent runway complex at the home field and all OLFs and by aircraft type
[13] for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

BREWTON (cont.)

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

Facilities (cont.)

.. BREWTON (cont.)

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.
NOT WITH CURRENT AIRCRAFT TYPE

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable ? Night (N) Capable ?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
06/24	5135	150	S27.4 T35.6		X				NONE	(V)(N*) (I)	I
12/30	4066	150	S33.7/ T43.8				X		NONE	V	NONE
18/36 (**)	4100	150	S98.9/ T128.6				X		NONE	V	NONE

-- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

NOTE: (*) NOT USED FOR NIGHT OPS BY NAVY
(**) NOT USED BY NAVY

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

Runway Designation	NAVAID	Published Approaches
6	CRESTVIEW VORTAC	VOR DME 30

* NOT USED BY NAVY

Facilities (cont.)

BREWTON (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	153,416	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	NOTE 2	
113	Access Aprons	SY	NOTE 2	
121	Direct Fueling	OL/GM	NOTE 2	
121	Truck Fueling	OL/GM	NOTE 2	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	NOTE 2	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITY RATE IS ADEQUATE
NOTE 2: CIVIL AIRPORT, QUANTITIES UNKNOWN

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

BARIN

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF BARIN

Location (Lat/Long and nearest town): 30 23'N 87 38'W, FOLEY, AL.

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 44 SW OF NASWF

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	4158	4317	3358
	Graduate Training Sorties	187	208	172
	Training Support Sorties*	471	459	452
	Other Sorties	263	125	96
	TOTAL SORTIES:	5079	5109	4078
Non-Operational Hours[14]	Standdowns	57.5	46.0	46.0
	Maintenance	0	0	0
	Other Events	0	23.0	34.5

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER SORTIES 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[14] Hours when the airfield was closed for flight operations

Facilities (cont.)

BARIN (cont.)

5. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[15]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Requirements for the T-45 are still being derived, give best estimate.

:ilities (cont.)

ARIN (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.5/0 *	11.5/0 *	11.5/0 *
Days per year:	237	237	237

NOTE: NIGHT HOURS WILL DEPEND ON REQUIREMENTS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c Undergraduate Training: (Yes)

:tor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.7	10.1	9.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	.5	0
Other		0	0	0
	Total	16.7	10.6	9.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

* DC2 - 12.15 avg daylight flying hours

Facilities (cont.)

A. BARIN (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

NOTE: NIGHT HOURS WILL DEPEND ON REQUIREMENTS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.7	10.1	9.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	.5	0
Other		0	0	0
	Total	16.7	10.6	9.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

BARIN (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.5/0	11.5/0	11.5/0
Days per year:	237	237	237

NOTE: NIGHT HOURS WILL DEPEND ON REQUIREMENTS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.7	10.1	9.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	.5	0
Other		0	0	0
	Total	16.7	10.6	9.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

See FAX

Facilities (cont.)

BARIN (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

BARIN (cont.)

6. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF BARIN

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	92.97	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary	7.03	0
	Total	100	100

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 391 SORTIES, 5,092 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

BARIN (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

BARIN (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	26343	15025	26292
Runway 15 Traffic Count	20224	14404	13021
Runway 27 Traffic Count	7558	14261	14788
Runway 33 Traffic Count	37578	30372	29[illegible]

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2 CHANGE NO

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[16].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[17]

NONE WITH CURRENT TYPE AIRCRAFT.

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS.

[16] ver for each independent runway complex at the home field and all OLFs and by aircraft type.
[17] ver for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

BARIN (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION [illegible] TRAINING IS BASED AT NORTH FIELD AND H-57*p766Y

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NONE WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

BARIN (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
09/27	4000	150	S82/T107 /TT160				X		NONE	(V)	NONE
15/33	4000	150	UN-KNOWN		X				NONE	(V)(N)	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
-- NVG Lighting
-- TWIN TANDEM

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities (cont.)

.. BARIN (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	133,332	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	158,057	NOTE 2
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITIES ARE RATED ADEQUATE.

NOTE 2: 9,000 SY OF QUANTITY IS RATED ADEQUATE. THE REMAINDER IS SUBSTANDARD.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities

. EVERGREEN

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF EVERGREEN (MIDDLETON AIRPORT)

Location (Lat/Long and nearest town): 31 25'N 87 03'W, EVERGREEN, AL

Syllabi and Level of Training Supported:
LEASED BY THE NAVY FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: CIVILIAN (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 49 N OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5760	5626	5474
	Graduate Training Sorties	326	270	276
	Training Support Sorties*	470	550	351
	Other Sorties	156	46	11
	TOTAL SORTIES:	6712	6492	6112
Non-Operational Hours[18]	Standdowns	56.25	45.0	45.0
	Maintenance	0	0	0
	Other Events	0	22.5	33.75

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:
-OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

-OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

18 when the airfield was closed for flight operations

Facilities (cont.)

EVERGREEN (cont.)

Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.
THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[19]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

[2] requirements for the T-45 are still being derived. give best estimate.

Facilities (cont.)

A. EVERGREEN (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	25.0	27.2	25.8
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		1.4	1.5	1.3
Other		0	0	0
	Total	26.4	28.7	27.1

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

EVERGREEN (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.25/0	11.25/0	11.25/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C **Undergraduate Training: (Yes)**

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	25.0	27.2	25.8
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		1.4	1.5	1.3
Other		0	0	0
	Total	26.4	28.7	27.1

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

see FAT

Facilities (cont.)

EVERGREEN (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF EVERGREEN (MIDDLETON FIELD)

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	100	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
	Total	100	100

Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

EVERGREEN (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

EVERGREEN (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	34063	42841	41435
Runway 18 Traffic Count	21633	19141	14838
Runway 27 Traffic Count	11003	17421	17615
Runway 36 Traffic Count	34661	31386	30981

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[20].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[21]

NONE WITH CURRENT TYPE AIRCRAFT

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS.

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[20] ...wer for each independent runway complex at the home field and all OLFs and by aircraft type

[21] ...wer for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

EVERGREEN (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

EVERGREEN (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
09/27	4000	150	S30/D50				X		NONE	(V)	
18/36	4000	150	S30/D50		X				NONE	(V)(N*)(I*)	(I*)

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting
*-- Not Used By Navy

In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

Runway Designation	NAVAID	Published Approaches
36	MONROEVILLE VORTAC	VOR DME 09

Facilities (cont.)

EVERGREEN (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	133,332	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	NOTE 2	
113	Access Aprons	SY	NOTE 2	
121	Direct Fueling	OL/GM	NOTE 2	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	NOTE 2	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITY RATE IS ADEQUATE
NOTE 2: CIVIL AIRPORT, QUANTITIES UNKNOWN

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

HOLLEY

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF HOLLEY

Location (Lat/Long and nearest town): 30 26'N 86 54'W, NAVARRE, FL.

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 21 SSE OF NASWF

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	2487	2173	2094
	Graduate Training Sorties	182	125	151
	Training Support Sorties*	433	487	412
	Other Sorties	56	186	36
	TOTAL SORTIES:	3158	2971	2693
Non-Operational Hours[22]	Standdowns	45.0	36.0	36.0
	Maintenance	0	0	0
	Other Events	0	18.0	27.0

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:

-OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

-OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

22 when the airfield was closed for flight operations

Facilities (cont.)

HOLLEY (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data. THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[23]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

[2] If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. HOLLEY (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	29.0	40.0	39.6
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	29.0	40.0	39.6

R

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

HOLLEY (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	9/0	9/0	9/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	29.0	40.0	30.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	29.0	40.0	30.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

See FAX

Facilities (cont.)

HOLLEY (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? **96.5**

b. Percentage of time WX at or above 300/1? **96.0**

c. Percentage of time WX at or above 500/1? **94.2**

d. Percentage of time WX at or above 1000/3? **87.1**

e. Percentage of time WX 3000/5 and above? **71.4**

f. Percentage of time WX 3000/3 and above? **74.4**

g. Percentage of time WX 1500/3 and above? **84.0**

h. Percentage of time crosswind component to the primary runway at or below 15 knots? **99.0**

Percentage of time crosswind component to the primary runway at or above 25 knots? **0.1**

Mean number of days of icing in the local flying area? **ESTIMATED 48 DAYS**

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

HOLLEY (cont.)

For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF HOLLEY

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	99.33	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary (T-34C)	.67	0
	Total	100	0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 24 SORTIES, 376 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

HOLLEY (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
/FR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

HOLLEY (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	17024	15318	16546
Runway 17 Traffic Count	15664	14846	12827
Runway 27 Traffic Count	5460	9391	9653
Runway 35 Traffic Count	18123	19293	19025

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[24].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[25]

NONE WITH CURRENT TYPE AIRCRAFT

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS.

[24] for each independent runway complex at the home field and all OLFs and by aircraft type.
[25] for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

HOLLEY (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.
THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.
NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

HOLLEY (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	120,000	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITY IS RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

SAUFLEY

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF SAUFLEY

Location (Lat/Long and nearest town): 30 28'N 87 20'W, PENSACOLA, FL

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)
NOTE: AIRFIELD OPERATED UNDER AN INTERSERVICE AGREEMENT WITH HOST (NETPMSA PENSACOLA).
For NOLF: Distance (nm) from home field: 26 SSW OF NASWF

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5137	5434	4736
	Graduate Training Sorties	90	77	48
	Training Support Sorties*	257	117	256
	Other Sorties	1773	0	8
	TOTAL SORTIES:	7257	5628	~~5058~~ 5048
Non-Operational Hours[26]	Standdowns	57.5	46.0	46.0
	Maintenance	0	0	0
	Other Events	0	23.0	34.5

HEARD GRET NUMBERS for 12 May 94

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[26] when the airfield was closed for flight operations

Facilities (cont.)

'AUFLEY (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Prim[illegible]	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[2/7]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. SAUFLEY (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/5.0	12.15/5.0	12.15/5.0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	14.6	13.4	10.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	14.6	13.4	10.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

SAUFLEY (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.5/5.0	11.5/5.0	11.5/5.0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	14.6	13.4	10.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	14.6	13.4	10.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

See FAX

Facilities (cont.)

. SAUFLEY (cont.)

/. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

.. SAUFLEY (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SAUFLEY

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	99.6	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary (T-34C)	.4	0
	Total	100	0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 38 SORTIES, 236 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

SAUFLEY (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

SAUFLEY (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 5 Traffic Count	26584	255678	21907
Runway 14 Traffic Count	10806	15342	8229
Runway 23 Traffic Count	10410	12388	9835
Runway 35 Traffic Count	14798	20849	14991

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2 CHATMA 03

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[28].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[29]

NONE WITH CURRENT TYPE AIRCRAFT

[28] ·nswer for each independent runway complex at the home field and all OLFs and by aircraft type
[29] wer for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

. SAUFLEY (cont.)

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

Facilities (cont.)

SAUFLEY (cont.)

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.
NOT WITH CURRENT AIRCRAFT TYPE

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
05/23	4000	150	S63/T82/ TT123		X				N/A	V	NONE
14/32	4000	150	S55/T71/ TT107				X		N/A	V	NONE

*p3162Y

F -- Full Lighting (approach, runway edge, center, and threshold)
-- Partial Lighting (less than full)
Carrier Deck Lighting Simulated (embedded)
- No Lighting
G -- NVG Lighting
TT-- TWIN TANDEM

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES. NO PLANNED ADDITIONS/UPGRADE

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities (cont.)

.. SAUFLEY (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	727,399	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	177,994	NOTE 2
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: THE QUANTITY LISTED IS ADEQUATE (133,334) AND SUBSTANDARD (594,065). ADDITIONALLY THERE IS 224,619 SY OF INADEQUATE. THE INADEQUATE QUANTITY REPRESENTS PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 150' WIDTH OF ORIGINAL 300' WIDE RUNWAYS.

NOTE 2: SUBSTANDARD

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

SILVERHILL

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF SILVERHILL

Location (Lat/Long and nearest town): 30 43'N 87 49'W, ROBERTSDALE, AL.

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 47 WSW OF NASWF

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	2323	3154	3014
	Graduate Training Sorties	178	220	130
	Training Support Sorties*	508	398	322
	Other Sorties	109	18	18
	TOTAL SORTIES:	3118	3790	3484
Non-Operational Hours[30]	Standdowns	45.0	36.0	36.0
	Maintenance	0	0	0
	Other Events	0	18.0	27.0

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[30] when the airfield was closed for flight operations

Facilities (cont.)

SILVERHILL (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	136[illegible] (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[3]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142(3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87 (2) FY 88
(3) FY 85 (4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. SILVERHILL (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

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5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	13.9	9.5	9.4
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	13.9	9.5	9.4

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

SILVERHILL (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	9.0/0	9.0/0	9.0/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	13.9	9.5	9.4
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		13.9	9.5	9.4

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.

NONE

See FAX

Facilities (cont.)

SILVERHILL (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

SILVERHILL (cont.)

b. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SILVERHILL

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	67.35	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary (T-34C)	32.65	0
	Total	100	0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 2,011 SORTIES, 19,689 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

SILVERHILL (cont.)

2. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

SILVERHILL (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 5 Traffic Count	2106	0	0
Runway 9 Traffic Count	24347	34166	23457
Runway 16 Traffic Count	9951	7509	4149
Runway 23 Traffic Count	296	0	0
Runway 27 Traffic Count	5291	15907	9832
Runway 34 Traffic Count	11647	13641	6705

Facilities (cont.)

SILVERHILL (cont.)

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

CHATTER NS

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[32].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[33]

NONE WITH CURRENT TYPE AIRCRAFT

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS.

wer for each independent runway complex at the home field and all OLFs and by aircraft type
wer for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

SILVERHILL (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

SILVERHILL (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
5/23	2915	150	S23				X		NONE	V	NONE
9/27	3000	150	S57,T74, TT111				X		NONE	V	NONE
16/34	2915	150	S36				X		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
-- No Lighting
-- NVG Lighting

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS.

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities (cont.)

SILVERHILL (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	147,167	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: RUNWAYS UNDER CONSTRUCTION TO ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

SUMMERDALE

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF SUMMERDALE

Location (Lat/Long and nearest town): 30 31'N 87 39'W, SUMMERDALE, AL.

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 41 SW OF NASWF

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	3201	3077	3158
	Graduate Training Sorties	144	53	116
	Training Support Sorties*	434	552	370
	Other Sorties	276	76	52
	TOTAL SORTIES:	4055	3758	3696
Non-Operational Hours[34]	Standdowns	56.25	45.0	45.0
	Maintenance	0	0	0
	Other Events	0	22.50	33.75

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

when the airfield was closed for flight operations

Facilities (cont.)

SUMMERDALE (cont.)

Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.
THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45*	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45*	0	0	0	0
		T-2	0	0	0	0
aritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

* requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. SUMMERDALE (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	9.1	11.3	8.8
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	9.1	11.3	8.8

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

. SUMMERDALE (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.25/0	11.25/0	11.25/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	9.1	11.3	8.8
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	9.1	11.3	8.8

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

See FAX

Facilities (cont.)

SUMMERDALE (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

SUMMERDALE (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SUMMERDALE

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	95.4	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary (T-34C)	4.6	0
	Total	100	0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 266 SORTIES, 2,976 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

.. SUMMERDALE (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OREYPROVIDERLYTICASHSCFAA, PDRISONY CIRCULAR CAP3060-AND WEIGHTING FACTOR

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

SUMMERDALE (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 4 Traffic Count	13232	2134	20061
Runway 10 Traffic Count	6681	17416	8981
Runway 16 Traffic Count	10832	9922	6123
Runway 22 Traffic Count	3309	0	3771
Runway 28 Traffic Count	6571	20082	14895
Runway 34 Traffic Count	14866	20067	7911

Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF e the flight operations data for FY91 - FY93):

2 CNATRA N3

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

Facilities (cont.)

SUMMERDALE (cont.)

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[36].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[37]

NONE WITH CURRENT TYPE AIRCRAFT

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS.

[36] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
[37] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

SUMMERDALE (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

SUMMERDALE (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
04/22	2850	150	S57,T77, TT115				X		NONE	V	NONE
10/28	2850	150	S65,T85, TT127				X		NONE	V	NONE
16/34	2850	150	S69,T90, TT135				X		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P - Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting
TT-- Twin Tandem

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities (cont.)

SUMMERDALE (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	142,500	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITY LISTED IS RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

a. WOLF

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF WOLF

Location (Lat/Long and nearest town): 30 21'N 87 33'W, FOLEY, AL.

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 41 SSW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	296	1127	353
	Graduate Training Sorties	7	41	5
	Training Support Sorties*	51	289	82
	Other Sorties	11	29	12
	TOTAL SORTIES:	365	1486	452
Non-Operational Hours**	Standdowns	45.0	36.0	36.0
	Maintenance	0	0	0
	Other Events	0	18.0	27.0

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

** Hours when the airfield was closed for flight operations.

Facilities (cont.)

. WOLF (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	78	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[39]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. WOLF (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

NOTE: AIRFIELD USED AS REQUIRED TO ALLOW MAINTENANCE ON OTHER AIRFIELDS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.1	7.1	4.9
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	16.1	7.1	4.9

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

.. WOLF (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	9/0	9/0	9/0
Days per year:	237	237	237

NOTE: AIRFIELD USED AS REQUIRED TO ALLOW MAINTENANCE ON OTHER AIRFIELDS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.1	7.1	4.9
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	16.1	7.1	4.9

See FAX

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

. WOLF (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

. WOLF (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF WOLF

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	71.3	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary (T-34C)	28.7	0
	Total	100	0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 162 SORTIES, 1,994 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

WOLF (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
/FR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

.. WOLF (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 4 Traffic Count	147	2514	885
Runway 9 Traffic Count	4	4787	1732
Runway 18 Traffic Count	0	6687	296
Runway 22 Traffic Count	0	1624	59
Runway 27 Traffic Count	202	4876	148
Runway 36 Traffic Count	573	7364	138

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[40].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[41]

NONE WITH CURRENT TYPE AIRCRAFT

[40] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
[41] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

. WOLF (cont.)

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).
NO CONSTRAINTS.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.
NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

. WOLF (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
4/22	3000	150	S40,T52 TT78				X		NONE	V	NONE
9/27	3000	150	S61,T79 TT119				X		NONE	V	NONE
18/36	3000	150	S82,T107 TT160				X		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting
TT-- Twin Tandem

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities (cont.)

.. WOLF (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	150,000	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITY LISTED IS RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

. HAROLD

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:
NOLF HAROLD

Location:
HAROLD, FL 30 41'N 86 53'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 8.5 E OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	6070	5511	5432
	Graduate Training Sorties	307	536	399
	Training Support Sorties*	111	276	263
	Other Sorties	342	1171	234
	TOTAL SORTIES:	6830	7494	6328
Non-Operational Hours[42]	Standdowns	45	36	36
	Maintenance	0	0	0
	Other Events	0	18	27

List below the "other sorties" and "other events" included in the table above:
- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW

rlours when the airfield was closed for flight operations.

WHITING FIELD 50TH ANNIVERSARY

Facilities (cont.)

. HAROLD (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[43]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

A. HAROLD (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	27.2	18.1	3.4
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	27.2	18.1	3.4

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

. HAROLD (cont.)

. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	9/0	9/0	9/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

IRCRAFT TYPE: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	27.2	18.1	3.4
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		27.2	18.1	3.4

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

See FAX

List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

HAROLD (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

HAROLD (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF HAROLD

NOT APPLICABLE-HELO TRAINING FIELD

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34c)	0	0
Maritime	Intermediate (T-34c)	0	0
Rotary	Intermediate (T-34C)	0	0
	Total	100	0

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

120 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	17925	19071	25161
Runway 18 Traffic Count	40803	34525	31969
Runway 27 Traffic Count	7481	20903	23722
Runway 36 Traffic Count	50426	40140	55935

Facilities (cont.)

. HAROLD (cont.)

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

CHANGE 03

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).
MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[44].
NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[45]
NONE WITH CURRENT TYPE AIRCRAFT

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).
NO CONSTRAINTS.

[44] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
[45] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

. HAROLD (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

HAROLD (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
NONE	0	0	UNK				X		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

**NOTE: AIRFIELD IS A GRASS FIELD WITH NO RUNWAYS

Facilities (cont.)

. HAROLD (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
NO RUNWAYS: GRASS FIELD	NO NAVAIDS	

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

GRASS FIELD: 573 ACRES

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

. PACE

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:
NOLF PACE

Location:
WALLACE, FL. 30 42'N 87 12'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 11 W OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5,350	4,735	4,839
	Graduate Training Sorties	112	78	78
	Training Support Sorties*	110	168	201
	Other Sorties	0	0	0
	TOTAL SORTIES:	5,572	4,981	5,118
Non-Operational Hours**	Standdowns	48.75	39.0	39.0
	Maintenance	0	0	0
	Other Events	0	19.5	29.25

List below the "other sorties" and "other events" included in the table above:
1992 - HURRICANE ANDREW
1993 - WHITING FIELD 50TH ANNIVERSARY

** Hours when the airfield was closed for flight operations

Facilities (cont.)

PACE (cont.)

3.Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[47]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD

(1) FY 87

(2) FY 88

(3) FY 85

(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

A. PACE (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours per** day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	17.9	14.5	15.3
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	17.9	14.5	15.3

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

PACE (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	9.75/0	9.75/0	9.75/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	17.9	14.5	15.3
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	17.9	14.5	15.3

See FAX

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

PACE (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

. PACE (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF PACE

NOT APPLICABLE-HELO TRAINING FIELD

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34c)	0	0
Maritime	Intermediate (T-34 c)	0	0
Rotary	Intermediate (T-34 C)	0	0
	Total	100	0

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

150 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

Facilities (cont.)

.. PACE (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	48414	48204	59439
Runway 18 Traffic Count	60850	38375	38745
Runway 27 Traffic Count	11824	36586	39066
Runway 36 Traffic Count	81197	61430	76220

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[48].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[49]

NONE WITH CURRENT TYPE AIRCRAFT

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

. PACE (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

. PACE (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
NONE	0	0	UNK				X		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

**NOTE: AIRFIELD IS A GRASS FIELD WITH NO RUNWAYS

Facilities (cont.)

.. PACE (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
NONE		

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: GRASS FIELD, 207 ACRES

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

.. SANTA ROSA

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:
NOLF SANTA ROSA

Location:
MILTON, FL. 30 36'N 86 56'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 8.5 SSE OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5,836	6,106	6,265
	Graduate Training Sorties	275	599	601
	Training Support Sorties*	548	533	575
	Other Sorties	2	2	0
	TOTAL SORTIES:	6,661	7,240	7,441
Non-Operational Hours[50]	Standdowns	88.25	70.6	70.6
	Maintenance	0	0	0
	Other Events	0	35.3	52.95

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:
- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

.tours when the airfield was closed for flight operations.

- OTHER EVENTS 1992 HURRICANE ANDREW
1993 WHITING FIELD 50TH ANNIVERSARY

Facilities (cont.)

. SANTA ROSA (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[51]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

SANTA ROSA (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/5.5	12.15/5.5	12.15/5.5
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	21.4	14.6	12.1
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	21.4	14.6	12.1

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

. SANTA ROSA (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

SANTA ROSA (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SANTA ROSA

NOT APPLICABLE-HELO TRAINING FIELD

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34c)	0	0
Maritime	Intermediate (T-34 c)	0	0
Rotary	Intermediate (T-34 C)	0	0
	Total	100	0

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

200 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

Facilities (cont.)

SANTA ROSA (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	37507	44433	55502
Runway 18 Traffic Count	77934	83475	82049
Runway 27 Traffic Count	25812	36625	42968
Runway 36 Traffic Count	82309	81124	99851

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~98~~ 50	~~98~~ 50	~~98~~ 50
IFR	~~2~~ 50	~~2~~ 50	~~2~~ 50
Total	100%	100%	100%

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[52].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[53]

NONE WITH CURRENT TYPE AIRCRAFT

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS.

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[52] ...er for each independent runway complex at the home field and all OLFs and by aircraft type.
[53] ...swer for each independent runway complex at the home field and all OLFs and by aircraft type

ilities (cont.)

ANTA ROSA (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the ıber of training installations? If so please explain.
NOT WITH CURRENT AIRCRAFT TYPE

-ilities (cont.)

. SANTA ROSA (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
05/23	4500	150	UNK				X		NONE	V	I/V
09/27	4500	150	UNK		X*				NONE	V/N	
14/32	4500	150	UNK				X		NONE	V	
18/36	4500	150	UNK		X*				NONE	N/V	

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
- No Lighting
- NVG Lighting

*NOTE: PORTION OF RUNWAY HAS LANDING ZONE LIGHTS FOR ROTARY WING OPS. RUNWAYS ARE NOT USED AS RUNWAYS, BUT AS LANDING AREAS. AIRFIELD OPERATES ON COURSES OF 09, 18, 27, AND 36.

LOCAL USE IFR APPROACHES USING CRESTVIEW VORTAC AND SANTA ROSA TACAN USED TO ALLOW H-57'S TO DESCEND TO SVFR CONDITIONS.

Facilities (cont.)

.. SANTA ROSA (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES. LOCAL USE IFR APPROACHES USING CRESTVIEW VORTAC AND SANTA ROSA TACAN USED TO ALLOW H-57'S TO DESCEND TO SVFR CONDITIONS.

Runway Designation	NAVAID	Published Approaches
N/A		

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	300,000	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	5,833	NOTE 2
113	Parking Aprons	SY	3,307	NOTE 2
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: 150,000 SY RATED ADEQUATE AND 150,000 SY RATED SUBSTANDARD.
NOTE 2: QUANTITIES ARE RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

-ilities

. SITE 8

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:
NOLF SITE 8

Location:
PENSACOLA, FL. 30 32'N 87 22'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 25.5 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are ived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	3,098	3,350	3,651
	Graduate Training Sorties	183	385	354
	Training Support Sorties*	167	153	158
	Other Sorties	839	1	0
	TOTAL SORTIES:	4,287	3,889	4,127
Non-Operational Hours[54]	Standdowns	42.5	34	34
	Maintenance	0	0	0
	Other Events	0	17	25.5

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:
- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
1993 WHITING FIELD 50TH ANNIVERSARY

Hours when the airfield was closed for flight operations

ilities (cont.)

. SITE 8 (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-[illegible]	0	0	0	0
		T-45[55]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

*Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

A. SITE 8 (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	9.2	4.5	3.6
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	9.2	4.5	3.6

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

SITE 8 (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	8.5/0	8.5/0	8.5/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	9.2	4.5	3.6
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	9.2	4.5	3.6

See FAX

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

-ilities (cont.)

SITE 8 (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

cilities (cont.)

. SITE 8 (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SITE 8

NOT APPLICABLE-HELO TRAINING FIELD

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	0	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
	Total	100	0

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

160 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

Facilities (cont.)

. SITE 8 (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	33930	32009	49568
Runway 18 Traffic Count	22581	16491	16472
Runway 27 Traffic Count	6363	16715	14608
Runway 36 Traffic Count	41237	42842	37189

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[56].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[57]

NONE WITH CURRENT TYPE AIRCRAFT

swer for each independent runway complex at the home field and all OLFs and by aircraft type
Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NO CONSTRAINTS.

ıcilities (cont.)

. SITE 8 (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the ·mber of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

cilities (cont.)

. SITE 8 (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
NONE	0	0	UNK				0		NONE	V	V

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

)TE: AIRFIELD IS A GRASS FIELD WITH 640 ACRES

.OCAL USE ONLY APPROACH ALLOWS AIRCRAFT TO PRACTICE INSTRUMENT APPROACHES INTO AIRFIELD UTILIZING GATESWOOD TACAN.

Facilities (cont.)

SITE 8 (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
LOCAL USE ONLY APPROACH ALLOWS AIRCRAFT TO PRACTICE INSTRUMENT APPROACHES INTO AIRFIELD UTILIZING GATESWOOD TACAN. NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
NONE		

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	NOTE 1	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	20,000	NOTE 2
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.
NOTE 2: FUEL STORAGE RATE IS ADEQUATE.
NOTE 3: GRASS FIELD WITH 640 ACRES.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

ilities

.. SPENCER

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:
NOLF SPENCER

Location:
PACE, FL. 30 37'N 87 08' W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 9.5 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are ived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	12,524	12,505	12,530
	Graduate Training Sorties	350	661	706
	Training Support Sorties*	491	535	677
	Other Sorties	222	48	95
	TOTAL SORTIES:	13,587	13,749	14,008
Non-Operational Hours[58]	Standdowns	58.75	47	47
	Maintenance	0	0	0
	Other Events	0	23.5	35.25

List below the "other sorties" and "other events" included in the table above:
1992 - HURRICANE ANDREW
1993 - WHITING FIELD 50TH ANNIVERSARY

Hours when the airfield was closed for flight operations

-ilities (cont.)

. SPENCER (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[59]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD
(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

- Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

A. SPENCER (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	12.2	8.5	8.9
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	12.2	8.5	8.9

NOTE-46 YEAR AVERAGE FOR BELOW VFR = 13%

6. List the major factors in the "other" category in the above table.
NONE

ilities (cont.)

.. SPENCER (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.75/0	11.75/0	11.75/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	12.2	8.5	8.9
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	12.2	8.5	8.9

NOTE-46 YEAR AVERAGE FOR BELOW VFR = 13%

6. List the major factors in the "other" category in the above table.
NONE

See FAX

Facilities (cont.)

. SPENCER (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Estimated conditions for icing for the local flying area are not available. Estimating icing is based on intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

.. SPENCER (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SPENCER

NOT APPLICABLE-HELO TRAINING FIELD

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	0	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
	Total	0	0

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

200 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

ilities (cont.)

.. SPENCER (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	90614	92882	97731
Runway 18 Traffic Count	109631	84149	71458
Runway 27 Traffic Count	29934	66478	59376
Runway 36 Traffic Count	137925	127055	150532

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and F (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[60].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[61]

NONE WITH CURRENT TYPE AIRCRAFT

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., ınot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land ıeas).

NO CONSTRAINTS.

ɛilities (cont.)

. SPENCER (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the nber of training installations? If so please explain.
NOT WITH CURRENT AIRCRAFT TYPE

ilities (cont.)

. SPENCER (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
09L/27R	1,800	150	UNK				X		NONE	V	NONE
09R/27L	1,800	150	UNK				X		NONE	V	NONE
18L/36R	1,800	150	UNK				X		NONE	V	NONE
18R/36L	1,800	150	UNK				X		NONE	V	NONE
13L/31R	1,800	150	UNK				X		NONE	V	NONE
13R/31L	1,800	150	UNK				X		NONE	V	NONE
22L/04R	1,800	150	UNK				X		NONE	V	NONE
22R/04L	1,800	150	UNK				X		NONE	V	NONE

F - Full Lighting (approach, runway edge, center, and threshold)
P - Partial Lighting (less than full)
C – Carrier Deck Lighting Simulated (embedded)
N – No Lighting
G – NVG Lighting

**NOTE: AIRFIELD IS A GRASS FIELD WITH NO RUNWAYS

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
NONE		

Facilities (cont.)

A. SPENCER (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	NOTE 1
111	Runways Rotor Wing	SY	243,210	NOTE 2,3
111	Landing Pads	SY	4,444	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	NOTE 4	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: PRIMARY A GRASS FIELD WITH 640 ACRES.
NOTE 2: RUNWAYS SURFACES RATED SUBSTANDARD
NOTE 3: RUNWAYS ARE USED AS LANDING AREAS AND NOT AS RUNWAYS.
NOTE 4: CONTRACTOR REFUELING TRUCK AT 40-50 GPM.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

ilities (cont.)

SPENCER (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	NOTE 1
111	Runways Rotor Wing	SY	247,654	NOTE 2,3
111	Landing Pads	SY	44,444	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	NOTE 4	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: PRIMARY A GRASS FIELD WITH 640 ACRES.
NOTE 2: RUNWAYS SURFACES RATED SUBSTANDARD
NOTE 3: RUNWAYS ARE USED AS LANDING AREAS AND NOT AS RUNWAYS.
NOTE 4: CONTRACTOR REFUELING TRUCK AT 40-50 GPM.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

See FAX

cilities (cont.)

. Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level of pilot and/or NFO/Navigator training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions	TYPE OF AIRSPACE	AVAILABILITY (HRS/YR)/ BLOCK
General	Primary	T-34C	3	35NM X 45NM X 9000 FT	AA/MOA/PAT/ AW	8,760 HRS/YR
		JPATS[62]	UNKNOWN			
Strike	Intermediate	T-2C	N/A			
	Advanced	TA-4J	N/A			
	Intermediate/ Advanced	T-45[8]	N/A			
E2/C2	Intermediate	T-44	N/A			
	Advanced	T-2	N/A			
		T-45[8]	N/A			
Maritime	Intermediate	T-34C	3	35NM X 45NM X 9000 FT	AA/MOA/PAT/ AW	8,760 HRS/YR
		JPATS[8]	UNKNOWN			
	Advanced	T-44	N/A			
Rotary	Intermediate	T-34	3	35NM X 45NM X 9000 FT	AA/MOA/PAT/ AW	8,760 HRS/YR
		JPATS[8]	UNKNOWN			
	Advanced	TH-57	2	35NM X 45NM X 9000 FT	AA/PAT/AW/ OWA	8,760 HRS/YR
		Total				

62 If requirements are still being derived, give best estimate.

Facilities (cont.)

. Airspace

Key to types of airspace:

MOAs -- Military Operating Areas	RR -- Restricted Areas with Ranges
WA -- Warning Areas	MTR -- Military Training Routes
AA -- Alert Areas	AW-- Airways (e.g. corridors to and from training areas)
RA -- Restricted Areas	PAT -- Pattern (e.g. airspace above runways)
ATCAA -- Air Traffic Control Assigned Airspace	OWA -- Overwater Airspace
OWAW -- Overwater Airways	CLG -- Uncontrolled Airspace

2. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate.

NOTE: T-34C PRIMARY AND INTERMEDIATE MARITIME/ROTARY SHARE SAME BLOCKS.

Facilities (cont.)

B. Airspace

5. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the air station that are used for flight training. For each airspace provide the following information (seven questions):

AIRSPACE NAME: A292

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- ALERT AREA
- PENSACOLA, FL LOCATED IN THE NORTHWEST OF FLORIDA AND SOUTHEAST PART OF ALABAMA
- APPROXIMATELY: 75NM X 60NM X SURF-3,000FT WITHIN FEDERAL AIRWAY OTHERWISE SURF-17,500FT R
- SR-0700z MON-FRI/SR-SS SAT
- NONE
- COMTRAWING SIX, NAS PENSACOLA
- UNKNOWN
- COVERS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, THE AREA IS CURRENTLY COVERED BY PENSACOLA APPROACH CONTROL AND RADAR SERVICE WILL BE ENHANCED WITH THE COMPLETION OF LINKING THE NAS WHITING FIELD ASR-8 TO PENSACOLA APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

0 MILES/0 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

ilities (cont.)

. Airspace

3 5. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the air station that are used for flight training. For each airspace provide the following information (seven questions):

AIRSPACE NAME: A292

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- ALERT AREA
- PENSACOLA, FL LOCATED IN THE NORTHWEST OF FLORIDA AND SOUTHEAST PART OF ALABAMA
- APPROXIMATELY: 80NM X 70NM X SURF-3,000FT WITHIN FEDERAL AIRWAY OTHERWISE SURF-17,500FT
- SR-0700z MON-FRI/SR-SS SAT
- NONE
- COMTRAWING SIX, NAS PENSACOLA
- UNKNOWN
- COVERS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, THE AREA IS CURRENTLY COVERED BY PENSACOLA APPROACH CONTROL AND RADAR SERVICE WILL BE ENHANCED WITH THE COMPLETION OF LINKING THE NAS WHITING FIELD ASR-8 TO PENSACOLA APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

0 MILES/0 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of training areas? If so, provide details.

NO

Facilities (cont.)

Airspace

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.

BASED ON THE NAS WHITING FIELD'S BRAC BRIEFING MATERIALS SUBMISSION OF JANUARY 1993 AND THE NAVAL AVIATION TRAINING SYSTEM (NATS) PLAN COMPILED BY THE SOUTHERN DIVISION, NAVAL FACILITIES ENGINEERING COMMAND IN MAY 1987, NAS WHITING FIELD HAS A T-34C PTR CAPACITY OF 1500. THE NATS CONSIDERED CAPACITY LEVELS FOR HOMEFIELD DEPARTURE/ARRIVAL, ENTRY CHANNELS, AND OLF'S. A 1500 PTR COULD BE ACCOMPLISHED CONSIDERING PEAK HOUR DEMAND, WITHOUT EXCEEDING THE ABOVE LISTED LEVELS. ADDITIONALLY, THE BRAC BRIEFING CONSIDERED PARKING SPACES WHICH EQUATED TO A 1513 PTR.

THE NATS DETERMINED THE LIMITING FACTOR FOR ROTARY TRAINING WAS THE CAPACITY AT THE FAMILIARIZATION OUTLYING FIELDS. THIS EQUATED TO A PTR OF 944. ADDITIONALLY, BASED ON THE PARKING SPACE CAPACITY ANALYSIS PERFORMED BY NAS WHITING FIELD AND TRAINING AIR WING FIVE ON 24 JULY 1992, AND UPDATED IN JANUARY OF 1993, THE TH-57 PTR CAPACITY IS 933.

THE PARKING SPACE CAPACITY WAS DERIVED BY USING THE PRIMARY AND ROTARY PTR AS ESTABLISHED IN JULY 1992 WITH THE FOLLOWING FORMULA:
(T-34C = PTR OF 862 / 176 SPACES USED X 309 SPACES AVAILABLE)
(TH-57 = PTR OF 544 / 128 SPACES USED X 228 SPACES AVAILABLE)

TW-5 AIRCRAFT INVENTORY ALONG WITH INSTRUCTOR PILOT MANNING WOULD HAVE TO INCREASE TO MEET THE POTENTIAL PTR CAPABILITIES.

Facilities (cont.)

B. Airspace

The above capacities are base on training Monday through Friday for an average of 17.15 hours daily for 237 fly days annually. Additional capacity can be accommodated by the following:

1. Increasing daily operating hours
2. Shifting more flights to after sunset
3. Training on Saturday and Sunday

Historically, NAS Whiting Field has completed higher PTR numbers than those listed above.

- The primary PTR completed in FY 87 was 1368. This is 91.2% of the 1500 PTR shown in Paragraph one.
- The advanced rotary PTR completed in FY 85 was 1142. This is 122.4% of the 933 PTR shown in paragraph two.

Airspace can be expanded above existing training airspace. There is adjacent airspace that could be used for training.

PTB CNET N-443E 12MAY94

ilities

. Airspace (cont.)

AIRSPACE NAME: PENSACOLA NORTH MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA / ATCAA
- PENSACOLA, FL. LOCATED IN THE NORTHWEST OF FLORIDA
- APPROXIMATELY 60NM X 30 NM X 10,000FT-FL~~180~~ 230
- MON-SAT SR-SS
- FAA, ARTCC, JACKSONVILLE, FL.
- COMTRAWING FIVE
- UNKNOWN
- NORTH OF WHITING FIELD

PAB
CNET
N-443E
11MAY94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, PENSACOLA APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? ot, do you control any real property interest? If so, describe the agreements and when these greements are up for renewal?
NO, ONLY THE OLF's

(d) What is the distance and time enroute?
10 MILES/5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292

Facilities

Airspace (cont.)

AIRSPACE NAME: PENSACOLA SOUTH MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA/ ATCAA
- PENSACOLA FL. LOCATED IN THE NORTHWEST OF FLORIDA
- APPROXIMATELY 50NM X 25 NM X 10,000FT-FL~~180~~ 230
- MON-SAT SR-2400
- FAA, ARTCC, JACKSONVILLE, FL.
- COMTRAWING SIX
- UNKNOWN
- SOUTH OF WHITING FIELD

TB CNET N-443E 11 MAY 94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, PENSACOLA APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? ot, do you control any real property interest? If so, describe the agreements and when these .eements are up for renewal?
NO, ONLY THE OLF's

(d) What is the distance and time enroute?
10 MILES/5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292

Facilities

. Airspace (cont.)

AIRSPACE NAME: A211

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- ALERT AREA
- DOTHAN, AL. LOCATED IN THE SOUTHEAST PART OF ALABAMA
- APPROXIMATELY 78NM X 64NM X SURF-5,000FT
- MON-FRI 1200-0400z
- UNKNOWN
- COMDR, USA, FORT RUCKER, AL.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? ot, do you control any real property interest? If so, describe the agreements and when these eements are up for renewal?
NO

(d) What is the distance and time enroute?
30 MILES/15 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: R2905A

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **TYNDALL AFB, FL**
- **APPROXIMATELY 3 NM X 5NM X SURF-10000ft**
- **-INTERMITTENT**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **AIR DEFENSE WEAPONS CTR, TYNDALL AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
88 MILES, 44 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2905B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **TYNDALL AFB, FL**
- **APPROXIMATELY 4 NM X 6 NM X SURF-10000ft**
- **INTERMITTENT**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **AIR DEFENSE WEAPONS CTR, TYNDALL AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
90 MILES, 45 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2908**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- RESTRICTED AREA
- PENSACOLA, FL
- APPROX. 14nmi. x 3nmi. x SURFACE TO 12,000
- DAILY, SR-SS
- FAA, PENSACOLA ~~RATCF~~ TRACON CNATRA N3 9/27/94
- COMDR, TRNG AIR WG SIX, PENSACOLA, FL
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, PENSACOLA ~~RATCF~~ TRACON (VELEZ) CNATRA N3 7-18-94

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
45 MILES/23 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2908**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **PENSACOLA, FL**
- **APPROX. 14nmi. x 3nmi. x SURFACE TO 12,000**
- **DAILY, SR-SS**
- **FAA, PENSACOLA RATCF**
- **COMDR, TRNG AIR WG SIX, PENSACOLA, FL**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, PENSACOLA ~~RATCF~~ TRACON

(VELEZ)
CHAPMAN
7-18-94

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
45 MILES/23 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2914A**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 20 NM X 20 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
40 MILES, 20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2914B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 10 NM X 8 NM X 8500 ft-UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
55 MILES, 33 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2915A**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 15 NM X 17 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
10 MILES, 5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2915B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 5 NM X 12 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
20 MILES, 10 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2915C**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 5 NM X 11 NM X ~~UNLTD~~** 8500' - UNLTD
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

CNATRA N3 7-18-94

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
20 MILES, 10 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2918**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 3 NM X 10 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
30 MILES, 15 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2919A**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 15 NM X 5 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
15 MILES, 8 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2919B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 15 NM X 5 NM X ~~UNLTD~~** 8500 - UNLTD
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

CNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
~~**15 MILES, 8 MINUTES**~~ 40 miles, 20 minutes

CNATRA N3
7-18-94

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: EGLIN MOA E

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- EGLIN AFB, FL
- APPROX. ~~34nmi. x 12nmi.~~ x SURFACE TO BUT NOT INCL. FL 180
- M-F, 1200-0300Z
- JACKSONVILLE CNTR
- 3246 TESTW/DOSO
- UNKNOWN
- UNKNOWN

~~45 nmi x 44 nmi~~
45 NMI X 32 NMI
CNATRA N3
9/27/94

2
CNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
18 MILES/9 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

. Airspace (cont.)

AIRSPACE NAME: EGLIN MOA A EAST/WEST, B, C, D

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- EGLIN AFB, FL LOCATED IN THE NORTHWEST PART OF FLORIDA
  - -APPROXIMATELY 42NM X 20NM X 1,000FT-180/EGLIN D 1,000FT-3000FT
  - -MON-FRI 1200-0300Z
  - -FAA, FSS, ARTCC, JACKSONVILLE, FL.
  - -3246 TESTW/DOSO EGLIN AFB
  - -UNKNOWN
  - -UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these eements are up for renewal?

NO

(d) What is the distance and time enroute?

10 MILES/5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.

REFER TO PARAGRAPH "G" OF A292

Facilities (cont.)

HOLLEY (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
09/27	3600	150	SNGL 51K				X		NONE	VFR	NONE
17/35	3600	150	SNGL 27K				X		NONE	VFR	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting
SNGL-SINGLE WHEEL

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES
NO PLANNED ADDITIONS/UPGRADES

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities

b. Airspace (cont.)

AIRSPACE NAME: EGLIN MOA E

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- EGLIN AFB, FL
- APPROX. ~~24nmi. x 12nmi.~~ x SURFACE TO BUT NOT INCL. FL 180
- M-F, 1200-0300Z
- JACKSONVILLE CNTR
- 3246 TESTW/DOSO
- UNKNOWN
- UNKNOWN

45 NMi x 44 NMi

2
CNATTRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
18 MILES/9 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **EGLIN MOA F**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **EGLIN AFB, FL**
- **APPROX. ~~1.5nmi. x 3nmi.~~ x SURFACE TO BUT NOT INCL. FL 180**
- **M-F, 1200-0300Z**
- **JACKSONVILLE CNTR** 3.5 nmi x 3.5 nmi.
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
18 MILES/9 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: CAMDEN RIDGE MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **CAMDEN, AL**
- **APPROXIMATELY 40NM X 32 NM X 500 ft BUT NOT TO INCLUDE -10000 ft**
- **1300-0500Z DAILY**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **187 FG**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
80 MILES, 40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

. Airspace (cont.)

AIRSPACE NAME: ROSE HILL MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- EGLIN AFB, FL LOCATED IN THE NORTHWEST PART OF FLORIDA
- APPROXIMATELY 35NM X 22NM X 8,000FT-FL180
- MON-FRI 0600-2400
- FAA, ARTCC, JACKSONVILLE, FL.
- 3246 TESTW/DOSO EGLIN AFB
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance? ıot, do you control any real property interest? If so, describe the agreements and when these ·reements are up for renewal?

NO

(d) What is the distance and time enroute?

45 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.

REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA A

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 12nmi. x 10nmi. x 500 AGL - 2,000; 9,000 - 17,000**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
57 MILES/28 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability ofany training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **TYNDALL MOA B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 20nmi. x 13nmi. x 9,000 - 17,000**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
64 MILES/32 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA C

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 29nmi. x 20nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL - 6,000; 9,000 TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
74 MILES/37 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA D

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 27nmi. x 9nmi. x 1,000 AGL TO 4,000 (300 AGL - 6,000 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
93 MILES/47 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA E

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 37nmi. x 30nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
96 MILES/48 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **TYNDALL MOA F**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 24nmi. x 14nmi. x 1,000 AGL - 4,000 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
98 MILES/49 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

. Airspace (cont.)

AIRSPACE NAME: RUCKER MOA A, B

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- FORT RUCKER AL. LOCATED IN THE SOUTHEAST PART OF ALABAMA
- APPROXIMATELY 40NM X 20NM X 100FT-1,500FT
- BY NOTAM ONLY
- FAA, ARTCC, JACKSONVILLE, FL.
- CMDR USA AVN CTR
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance? ot, do you control any real property interest? If so, describe the agreements and when these reements are up for renewal?

NO

(d) What is the distance and time enroute?

80 MILES/40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.

REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: RUCKER MOA C

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- FT RUCKER, AL
- APPROX. 13nmi. x 18nmi. x 100 AGL - 1,500
- UNKNOWN
- JACKSONVILLE CNTR
- COMDR USA AVN CNTR
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
97 MILES/48 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **DESOTO MOA**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **GULFPORT, MS**
- **APPROX. 34nmi. x 8 nmi. x 500 - 10,000 AGL**
- **1500-2200Z INTERMITTENT**
- **HOUSTON CNTR**
- **GULFPORT PFTS**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
91 MILES/45 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

Airspace (cont.)

AIRSPACE NAME: DESOTO 2 MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- GULFPORT, MS. LOCATED IN THE SOUTHERN PART OF MISSISSIPPI
- APPROXIMATELY 30NM X 24NM X 100FT-5,000FT
- MON-FRI 0800-1800
- FAA, ARTCC, HOUSTON, TX.
- UNKNOWN
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? ot, do you control any real property interest? If so, describe the agreements and when these ements are up for renewal?

NO

(d) What is the distance and time enroute?

80 MILES, 40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.

REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: ATCAA EAGLE GULF ONE

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE
-
- 864 SQUARE MILES
- UNKNOWN
- FAA, ARTCC HOUSTON, TX
- ANG TRNG, GULFPORT, MS
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications Coverage/control? If so, whoprovides the services?
FACS FAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
60 MILES/15 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **ATCAA EAGLE GULF TWO**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**
-
- **2,132 SQUARE MILES**
- **UNKNOWN**
- **FAA, ARTCC HOUSTON, TX**
- **ANG TRNG, GULFPORT, MS**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
FACS FAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
80 MILES/20 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

Airspace (cont.)

AIRSPACE NAME: PINE HILL MOA /ATCAA EAST/WEST

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- NAS MERIDIAN, MS. LOCATED IN THE CENTRAL PART OF MISSISSIPPI
- APPROXIMATELY 42NM X 65NM X 10,000FT-FL~~180~~ 230
- MON-FRI 0700-2300 SAT 0800-1500
- FAA, ARTCC, ATLANTA, GA.
- COMTRAWING ONE
- UNKNOWN
- UNKNOWN

DLB CNET N-443E 11MAY94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

70 MILES/35 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.

REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1020**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (MTR) — 2
- **N/A**
- ~~**N/A**~~ Variable — CNATRA N3 7-18-94
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
55 MILES/14 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1021**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (MTR)
- **N/A**
- ~~**N/A**~~ Variable
- **1200-0400Z M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

2
CNATRA N3
7-18-97

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
55 MILES/14 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1022**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (ATC)
- **N/A**
- ~~**N/A**~~ Variable
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

CNATRA N3
7-18-97

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
75 MILES/19 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1023**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (nm)
- **N/A**
- ~~**N/A**~~ Variable
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

2
CNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
53 MILES/13 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1024**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (MTR)
- **N/A**
- ~~**N/A**~~ Variable
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

ENTRIES N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
55 MILES/13 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-179

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- VISUAL FLIGHT ROUTE (MM)
- N/A
- N/A x N/A x 100 AGL - 10,000
- 0730-1600 local, DAILY
- ~~N/A~~ not applicable
- ANG CRTC GULFPORT, MS
- UNKNOWN
- UNKNOWN

2
PNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
66 MILES/33 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-060**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (MTR)
- **N/A**
- **N/A x N/A x 100 AGL - 10,000**
- **BY NOTAM**
- ~~N/A~~ not applicable
- **FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**
- **UNKNOWN**
- **UNKNOWN**

2
CHANGE NO
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
66 MILES/33 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1082

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- VISUAL FLIGHT ROUTE MTR
- ~~N/A~~ VARIABLE (SIZE) CNATRA N3 9/8/94
- N/A
- N/A
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
25 NM / 12 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1084

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- VISUAL FLIGHT ROUTE MTR CNATRA N3 9/8/94
- ~~N/A~~ VARIABLE (SIZE)
- N/A
- N/A
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
25 NM / 12 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1085

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- VISUAL FLIGHT ROUTE [redacted] MTR
- ~~N/A~~ VARIABLE (SIZE)
- N/A
- N/A
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

CNATRA N3
9/8/94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
25 NM / 12 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

Airspace (cont.)

AIRSPACE NAME: W453

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- LOCATED SOUTH OF GULFPORT, MS.
- APPROXIMATELY 30NM X 45NM X SURF-FL500
- SR-SS
- FAA, ARTCC, HOUSTON, TX.
- COMDR, TRNG, GULFPORT, MS.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
70 MILES/30 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292

Facilities

. Airspace (cont.)

AIRSPACE NAME: W155A

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- LOCATED SOUTH OF PENSACOLA, FL.
- APPROXIMATELY 63NM X 47NM X SURF-FL600
- SR-0100L
- FAA, ARTCC, JACKSONVILLE, FL.
- FACSFAC PENSACOLA, FL.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, FACSFAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

50 MILES/25 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.

REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **W155 B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **WARNING AREA**
- **PENSACOLA, FL**
- **APPROX. 42nmi. x 67nmi. x SURFACE TO FL 600**
- **DAILY SR-0100 LOCAL**
- **FAA, ARTCC JACKSONVILLE, FL**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, FACSFAC PENSACOLA, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
75 MILES/37 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

cilities

. Airspace (cont.)

AIRSPACE NAME: W151A

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- LOCATED SOUTH OF VALPARISO, FL.
- APPROXIMATELY 70NM X 48NM X UNLTD
- INTMT
- FAA, ARTCC, JACKSONVILLE, FL.
- FACSFAC PENSACOLA, FL.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, FACSFAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? not, do you control any real property interest? If so, describe the agreements and when these eements are up for renewal?
NO

(d) What is the distance and time enroute?
40 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292

Facilities

Airspace (cont.)

AIRSPACE NAME: W151B

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- LOCATED SOUTH OF VALPARISO, FL.
- APPROXIMATELY 66NM X 33NM X UNLTD
- INTMT
- FAA, ARTCC, JACKSONVILLE, FL.
- FACSFAC PENSACOLA, FL.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, FACSFAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

75 MILES/40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.

REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **W151 C**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **WARNING AREA**
- **VALPARAISO, FL**
- **42nmi. x 42nmi. x UNLTD**
- **INTERMITTENT**
- **FAA, ARTCC JACKSONVILLE, FL**
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL, TYNDALL APPROACH CONTROL,JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
82 MILES/41 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-015**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (M TR2) CNATRA N3 7-18-94
- **N/A**
- **N/A x N/A x 500 AGL - 7,000**
- **CONTINUOUS**
- **N/A**
- **OSS/OSTA MOODY AFB, GA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL, JACKSONVILLE CENTER, TALLAHASSEE APPROACH CONTROL, FACS FAC JACKSONVILLE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
41 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-017**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (MTR) CNATRA N3 7-18-94
- **N/A**
- **N/A x N/A x 500 AGL - 3,000**
- **CONTINUOUS**
- **N/A**
- **FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, COLUMBUS APPROACH CONTROL, CAIRNS APPROACH CONTROL, TYNDALL APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
41 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-019**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (nm)
- **N/A**
- **N/A x N/A x 4,000 - 7,000**
- **0700-2400 local DAILY**
- **N/A**
- **FACSFAC JACKSONVILLE**
- **UNKNOWN**
- **UNKNOWN**

CNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
88 MILES/44 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: IR-021

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- INSTRUMENT FLIGHT ROUTE (in nm) ~ 2
- N/A
- ~~N/A~~ variable
- 1200-0400Z M-F
- N/A
- FACSFAC PENSACOLA
- UNKNOWN
- UNKNOWN

CNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER, ATLANTA CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
28 MILES/7 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-030**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (MTR)
- **N/A**
- **N/A x N/A x 500 AGL - 6,000**
- **DAYLIGHT HOURS, DAILY**
- **N/A**
- **NAWC, PATUXENT RIVER, MD**
- **UNKNOWN**
- **UNKNOWN**

2
CNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER, ATLANTA CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
32 MILES/16 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-031**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (MTR) L CHATTRA N3 7-18-94
- **N/A**
- **N/A x N/A x 500 AGL - 6,000**
- **DAYLIGHT HOURS, DAILY**
- **N/A**
- **NAWC, PATUXENT RIVER, MD**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER, ATLANTA CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
27 MILES/13 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/ calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-037**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (nm) — 2
- **N/A**
- ~~**N/A**~~ Variable — CNATTRA N3 7-18-94
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, MEMPHIS CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
67 MILES/17 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-038**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (MTR) 2
- **N/A**
- ~~**N/A**~~ variable CNATRA N3
- **SR-SS, M-F** 7-15-94
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
53 MILES/13 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-040**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (nm2) 2 CNATRA N3 7-18-94
- **N/A**
- ~~**N/A**~~ Variable
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, MEMPHIS CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
53 MILES/13 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-057**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (nm)
- **N/A**
- **N/A x N/A x 250 AGL - 3,000**
- **CONTINUOUS**
- **N/A**
- **SOSS/OGSC, HURLBURT FIELD, FL**
- **UNKNOWN**
- **UNKNOWN**

CNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER, ATLANTA CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
12 MILES/6 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-059**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (MTR)
- **N/A**
- **N/A x N/A x 250 AGL - 3,000**
- **CONTINUOUS**
- **N/A**
- **SOSS/OGSC, HURLBURT FIELD, FL**
- **UNKNOWN**
- **UNKNOWN**

2
CHATTA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER, ATLANTA CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
12 MILES/6 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

F--ilities (cont.)

Airspace (cont.)

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?
YES

5. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:
NONE REQUIRED

a. Where do these units/squadrons deploy?
b. How far from your installation?
c. Frequency?
d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)
e. Annual costs incurred for deployments due to adverse weather?
f. Annual costs incurred for deployments due to airspace non-availability?
g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.
NONE

7. For each syllabus of undergraduate/graduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

Syllabus of Pilot Training	Level of Training	Terrain Requirements
General	Primary	OVER LAND PREFERRED
Strike	Intermediate	N/A
	Advanced	N/A
Maritime	Intermediate	OVER LAND PREFERRED
	Advanced	N/A
E2/C2	Intermediate	N/A
	Advanced	N/A
Rotary	Intermediate	OVER LAND PREFERRED
	Advanced	OVER LAND PREFERRED OVER WATER REQUIRED FOR SHIPBOARD TRAINING

N/A - NOT APPLICABLE TO THIS COMMAND.

List any additional constraints or limitations to the airspace that impact the training mission.
NONE

Facilities (cont.)

C. Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN:171-10

Type Training Facility	Total Number	Design Capacity (PN)[7]	Capacity (Student HRS/YR)
TRAINING CLASSROOMS	**11**	**25**	**554,400**

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

11 CLASSROOMS
25 STUDENTS/CLASSROOM
275
8 HOURS/DAY
2200
252 DAYS/YR = 554,400 (TOTAL STUDENT CURRICULUM HOURS)

Facilities (cont.)

Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN:171-10

Type Training Facility	Total Number	Design Capacity (PN)[7]	Capacity (Student HRS/YR)
TRAINING CLASSROOMS	11	25	554,400

For the Student HRS/YR value in the preceding table, describe how that entry was derived.
1 CLASSROOMS
25 STUDENTS/CLASSROOM
275
8 HOURS/DAY
2200
252 DAYS/YR = 554,400 (TOTAL STUDENT CURRICULUM HOURS)

CCN:171-35

Type Training Facility	Total Number	Design Capacity (PN)[7]	Capacity (Student HRS/YR)
2C42	4	4	16,128
2B37	14	14	56,448
2C67	3	6	24,192
2B42	6	12	48,~~2~~48

See FAX

DB CNET N-443E 11 MAY 94

For the Student HRS/YR value in the preceding table, describe how that entry was derived.
16 HOURS/DAY
252 DAYS/YR

CCN:171-35

Type Training Facility	Total Number	Design Capacity (PN)[7]	Capacity (Student HRS/YR)
2C42 (UTD)(T-34C)	4	4	16,128
2B37 (IFT/OFT)(T-34C)	14	14	56,448
2C67 (UTD)(TH-57B/C)	3	3	12,096
2B42 (IFT/OFT)(TH-57B/C)	6	6	24,192

NOTE:

- THE 2C67 HAS TWO SEATS. ONE IS USED BY THE STUDENT AND ONE MAY BE USED BY THE INSTRUCTOR. TABLE ABOVE REFLECTS CAPACITY FOR ONE STUDENT AT A TIME.

- THE 2B42 ALSO HAS TWO SEATS BUT ALSO HAS AN INSTRUCTOR SEAT BEHIND AND BETWEEN THESE SEATS. THE STUDENT UNDER TRAINING ALWAYS OCCUPIES THE RIGHT SEAT. NINE OF THESE 2B42 SORTIES REQUIRE A COPILOT IN THE LEFT SEAT. THESE NINE 2B42 SORTIES (11.7 HOURS) FOR THE COPILOT ARE NOT INCLUDED IN THE OVERALL TRAINING CURRICULUM REQUIREMENT BUT ARE USED TO ENHANCE STUDENT TRAINING. THESE SORTIES PROVIDE AN INVALUABLE OPPORTUNITY TO CONDUCT AIRCREW COORDINATION TRAINING (ACT). THE COPILOT IS GIVEN ADVISORY GRADES ACCORDINGLY.

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

DESIGN CAPACITY X 16 HOURS A DAY X 252 DAYS A YEAR = CAPACITY

EXAMPLE:

2B42: 6 X 16 X 252 = 24,192

CCN:171-35

Type Training Facility	Total Number	Design Capacity (PN)[7]	Capacity (Student HRS/YR)
2C42 (UTD)(T-34C)	4	4	16,128
2B37 (IFT/OFT)(T-34C)	14	14	56,448
2C67 (UTD)(TH-57B/C)	3	3	12,096
2B42 (IFT/OFT)(TH-57B/C)	6	6	24,192

R
R

NOTE:

- THE 2C67 HAS TWO SEATS. ONE IS USED BY THE STUDENT AND ONE MAY BE USED BY THE INSTRUCTOR. TABLE ABOVE REFLECTS CAPACITY FOR ONE STUDENT AT A TIME. R

- THE 2B42 ALSO HAS TWO SEATS BUT ALSO HAS AN INSTRUCTOR SEAT BEHIND AND BETWEEN THESE SEATS. THE STUDENT UNDER TRAINING ALWAYS OCCUPIES THE RIGHT SEAT. NINE OF THESE 2B42 SORTIES REQUIRE A COPILOT IN THE LEFT SEAT. THESE NINE 2B42 SORTIES (11.7 HOURS) FOR THE COPILOT ARE NOT INCLUDED IN THE OVERALL TRAINING CURRICULUM REQUIREMENT BUT ARE USED TO ENHANCE STUDENT TRAINING. THESE SORTIES PROVIDE AN INVALUABLE OPPORTUNITY TO CONDUCT AIRCREW COORDINATION TRAINING (ACT). THE COPILOT IS GIVEN ADVISORY GRADES ACCORDINGLY. R

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

DESIGN CAPACITY X 16 HOURS A DAY X 252 DAYS A YEAR = CAPACITY R

EXAMPLE:

2B42: 6 X 16 X 252 = 24,192

Facilities

Ground Training (cont.)

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.

AN INCREASE OF 50% COULD BE ATTAINED WITH MINIMAL IMPACT. FURTHER INCREASES COULD BE ATTAINED BY SCHEDULING 24 HOURS A DAY AND "FLYING" WEEKENDS. ACADEMIC INSTRUCTION COULD THEORETICALLY BE 3,168,000 STUDENT CURRICULUM HOURS PER YEAR.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[63]

AN INCREASE OF 50% COULD BE ATTAINED WITH MINIMAL IMPACT. FURTHER INCREASES COULD BE ATTAINED BY SCHEDULING 24 HOURS A DAY AND "FLYING" WEEKENDS. ACADEMIC INSTRUCTION COULD THEORETICALLY BE 3,168,000 STUDENT CURRICULUM HOURS PER YEAR.

List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.

NEEDS OF THE NAVY; FLEET'S ABILITY TO ABSORB THROUGHPUT; NUMBER OF SIMULATORS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

. Ground Training (cont.)

6. By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is not conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-XX 179-XX

Type Training Facility	Total Number	Design Capacity (PN)[9]	Capacity (Student HRS/YR)
17110 ACADEMIC INSTRUCTION	7	760	1,520,000
17120 APPLIED INSTRUCTION	3	180	360,000
17125 AUDITORIUM	2	556	1,112,000
17940 SMALL ARMS RANGE	1	8	12,000
17945 FIRE DRILL TOWER	1	6	12,000
17945 FIRE TRAINING MOCKUP	1	8	16,000
17950 MILITARY WORKING DOG TRAINING	1	4	8,000
17955 COMBAT TRAINING POOL	1	8	16,000

Facilities

Ground Training (cont.)

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

17110 760 SEATS X 8 HOURS X 250 DAYS = 1,520,000

17120 180 SEATS X 8 HOURS X 250 DAYS = 360,000

17125 556 SEATS X 8 HOURS X 250 DAYS = 1,112,000

17940 1 RANGE X 8 FIRING POSITIONS X 6 HOURS X 250 DAYS = 12,000

17945 1 X 8 POSITIONS X 8 HOURS X 250 DAYS = 16,000

17945 (DRILL TOWER) 1 X 6 POSITIONS X 8 HOURS X 250 DAYS = 12,000

17955 1 X 8 LANES X 8 HOURS X 250 DAYS = 16,000

8. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all culations.

COULD INCREASE BY ~~5,070~~ 50% BY SCHEDULING 12 HOURS A DAY OR 100% BY SCHEDULING 16 HOURS A DAY.

DB CNET N-443E 11 MAY 94

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[64]

NONE

10. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.

NONE

[64] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

QUESTION NOT VALID FOR THIS COMMAND

Type of Aircraft	Number of Aircraft (Fiscal Year)							Mission
	1995	1996	1997	1998	1999	2000	2001	
NONE								

2. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
34C	272	341	SEE NOTE A
T-34C	9	9	MAINTENANCE SPOTS
TH-57B/C	162	182	SEE NOTE B.
TH-57B/C	9	9	MAINTENANCE SPOTS
TH-57B/C	33	33	STORAGE SPOTS

SEE NOTES A AND B ON NEXT PAGE WITH QUESTION 3.

Facilities (cont.)

. Aircraft Parking, Maintenance, and Supply

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft on the parking apron spaces.

NOTES

A: NORTH FIELD CURRENTLY HAS 272 PARKING PADS WITH APPROPRIATE TIE-DOWNS IN ACCORDANCE WITH NAVFAC P-80. SIXTY NINE OF THESE TIE-DOWN SPOTS ARE USED FOR STORING AIRCRAFT AWAITING PARTS OR MAJOR MAINTENANCE. UNDER A SURGE SCENARIO, THESE AIRCRAFT COULD BE MOVED TO ABANDONED RUNWAY AND TAXIWAY AREAS ON NORTH FIELD AND TEMPORARY TIEDOWNS USED TO SECURE THE AIRCRAFT. THIS WOULD FREE UP THE 69 SPOTS ON THE "I" AND "J" LINES AND ALLOW NORMAL PARKING AT P-80 STANDARDS FOR 272 FLYABLE T-34 AIRCRAFT AND 69 NONFLYABLE AIRCRAFT FOR A TOTAL OF 341

B: SOUTH FIELD HAS PARKING SPOTS FOR 162 HELICOPTERS (BELL JET RANGER TYPE) THAT MEET P-80 CRITERIA. THE ADDITIONAL 33 SPOTS AND 9 MAINTENANCE SPOTS ALLOW FOR A TOTAL OF 204 AIRCRAFT. AN ADDITIONAL 20 SPOTS COULD BECOME AVAILABLE UNDER A SURGE SCENARIO IF TEMPORARY TIE DOWNS WERE USED ON THE MAT "A" AND "B" AREAS. THIS WOULD ALLOW 191 FLYABLE AIRCRAFT AND 33 NONFLYABLE AIRCRAFT AT SOUTH FIELD.

Facilities (cont.)

D. Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

NOTE: ADDITIONAL HANGAR SPACE IS AVAILABLE AT NETPMSA (NOLF SAUFLEY) FOR TRAWING FIVE. USED DURING HURRICANES.

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-34C	28	36	SEE NOTE "A" IN QUESTION 5
TH-57B/C	38	52	SEE NOTE "B" IN QUESTION 5

R

5. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.

NOTES:

A. TWENTY EIGHT (28) AIRCRAFT CAN BE HANGARED AT P-80 CRITERIA AND BY REDUCING SEPARATION WHILE MAINTAINING SAFE OPERATING PROCEDURES, 36 AIRCRAFT CAN BE HANDLED.

B. AREAS IN HANGAR BAYS ARE CURRENTLY USED FOR EQUIPMENT STORAGE. THIS EQUIPMENT COULD BE MOVED IF SURGE SCENARIO REQUIRED MORE AIRCRAFT IN HANGAR.

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments
T-34C	350	SEE QUESTIONS 3 AND 5
TH-57B/C	234	SEE QUESTIONS 3 AND 5

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

SEE QUESTION 3 AND 5.

NOTE: NORMAL MAINTENANCE OF THESE AIRCRAFT CAN BE ACCOMPLISHED ON THE PARKING LINE.

Facilities (cont.)

. Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

NOTE: ADDITIONAL HANGAR SPACE IS AVAILABLE AT NETPMSA (NOLF SAUFLEY) FOR TRAWING FIVE. USED DURING HURRICANES.

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-34C	28	36	SEE NOTE "A" IN QUESTION 5
TH-57B/C	24	40	SEE NOTE "B" IN QUESTION 5

5. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.

NOTES:

A. TWENTY EIGHT (28) AIRCRAFT CAN BE HANGARED AT P-80 CRITERIA AND BY REDUCING SEPARATION WHILE MAINTAINING SAFE OPERATING PROCEDURES, 36 AIRCRAFT CAN BE HANDLED.

B. AREAS IN HANGAR BAYS ARE CURRENTLY USED FOR EQUIPMENT STORAGE. THIS EQUIPMENT COULD BE MOVED IF SURGE SCENARIO REQUIRED MORE AIRCRAFT IN HANGAR.

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments
T-34C	350	SEE QUESTIONS 3 AND 5
TH-57B/C	234	SEE QUESTIONS 3 AND 5

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

SEE QUESTION 3 AND 5.

NOTE: NORMAL MAINTENANCE OF THESE AIRCRAFT CAN BE ACCOMPLISHED ON THE PARKING LINE.

See FAX

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply (cont.)

8. Describe any maintenance backlogs that your installation currently experiences on a routine basis. List the average backlog times and the reasons for the backlogs (e.g., supply shortfall, insufficient local labor, over tasking of work stations, space limitations).
NONE. CONTRACT MAINTENANCE

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

Aircraft Type	# of Aircraft	Comments
T-34C	350	SEE QUESTION 10
TH-57B/C	234	SEE QUESTION 10

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.
DETAILS FOR MAINTENANCE APPLY, AIRCRAFT ARE MAINTAINED BY CIVILIAN CONTRACTORS. ADEQUATE SUPPLY AND STORAGE FACILITIES EXIST TO MEET THESE AIRCRAFT NUMBERS.

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.
NONE

Berthing Facilities - Current and FY 1997

				ADEQUATE		SUBSTANDARD		INADEQUATE		
CCN	BLDG #	TOT BEDS	TOT ROOMS	BEDS	SF	BEDS	SF	BEDS	SF	
721-11	2958	208	104	208	260	0	0	0	0	
721-12/3	2958	48	48	48	390	0	0	0	0	
	2958	82	72	82	390	0	0	0	0	Transient
724-11/2	2957	163	163	163	520	0	0	0	0	
	2957	42	28	42	390	0	0	0	0	Transient

Enlisted 338 rooms 100% adequate
Officer 205 rooms 100% adequate

Features and Capabilities

. Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

NOTE: BOQ BLDG.2957 - Student and Permanent Party

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
CBQ 724-11/724-12 CWO & ABOVE	120	120	~~120~~ 52 *
CBQ 724-11/724-12 CWO & ABOVE	85	71	~~85~~ 37 *

* LOW UTILIZATION IN ANTICIPATION OF RENOVATION (Average # of people housed Reflected

NOTE: BEQ BLDG.2958 - Permanent Party

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
CBQ 721-11 E1-E4	208	104	~~208~~ 193 *
CBQ 721-12/721-13 E5-E9	56	56	~~56~~ 52 *
CBQ 721-12/721-13 E1-E9	82	72	~~82~~ 76 *

*p2652Y

NOTE: RENOVATION CONTRACT TO BRING THE CBQ COMPLEX UP TO CURRENT DOD STANDARDS IS IN PROGRESS. ANTICIPATED COMPLETION DATE, OF ALL CONSTRUCTION, IS EARLY FY 1996. THE NUMBERS IN THE TABLES ABOVE REFLECT TOTAL CAPACITIES UPON COMPLETION OF PHASED RENOVATION.

* Average # of people housed.

2. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

NOTE: BOQ BLDG.2957

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
CBQ 724-11/724-12 CWO & ABOVE	120	120	120
CBQ 724-11/724-12 CWO & ABOVE	85	71	85

NOTE: BEQ BLDG.2958

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
CBQ 721-11 E1-E4	208	104	208
CBQ 721-12/721-13 E5-E9	56	56	56
CBQ 721-12/721-13 E1-E9	82	72	82

Features and Capabilities (cont.)

A. Housing and Messing (cont.)

3. Provide data on the messing facilities assigned to your current plant account.

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
722-10, BLDG 2998	10,097	200	90

4. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

NOTE: GENERAL MESS EXPECTED TO CLOSE AT END OF FY94 AND CONVERT TO A MWR DINING FACILITY (CCN 740-XX) R

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
N/A	0	0	0

R

NOTE: MEALS SERVED EXPECTED TO INCREASE UNDER MWR MANAGEMENT

Features and Capabilities (cont.)

. Housing and Messing (cont.)

3. Provide data on the messing facilities assigned to your current plant account.

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
722-10, BLDG 2998	10,097	200	90

4. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

NOTE: GENERAL MESS EXPECTED TO CLOSE IN FY95 AND CONVERT TO A MWR DINING FACILITY

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
722-10, BLDG 2998	10,097	200	90

NOTE: MEALS SERVED EXPECTED TO INCREASE UNDER MWR MANAGEMENT

Features and Capabilities (cont.)

. Housing and Messing (cont.)

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ NOTE 1,2,6	127	205	205	205	205	205	205
BEQ NOTE 2,6	200	346	346	346	346	346	346
On-Base Housing NOTE 3,6	100	100	100	100	100	100	100
Off-Base Housing NOTE 4,6	(N4)	(N4)	(N4)	(N4)	(N4)	(N4)	(N4)
Messing NOTE 5,6	(N5)	(N5)	(N5)	(N5)	(N5)	(N5)	(N5)

NOTE 1: CURRENT NAVY DIRECTIVES DO NOT REQUIRE OFFICER STUDENTS TO LIVE IN BOQ THEREFORE, BOQ SPACE IS NOT A DETERMINING FACTOR IN ADSL.

NOTE 2: RENOVATION CONTRACT TO BRING THE CBQ COMPLEX UP TO CURRENT DOD STANDARDS IS IN PROGRESS. ANTICIPATED COMPLETION DATE, OF ALL CONSTRUCTION, IS EARLY FY 1996. THE NUMBERS IN THE TABLE ABOVE REFLECT CAPACITIES UPON COMPLETION OF PHASED RENOVATION.

NOTE 3: WHILE CERTAIN HOUSING UNITS (100 UNITS) ARE DESIGNATED "STUDENT HOUSING", ASSIGNMENT OF UNITS CAN BE MODIFIED TO INCREASE THAT NUMBER DEPENDENT UPON THE NUMBER OF PERMANENT STAFF OFFICERS DESIRING TO RESIDE IN MILITARY FAMILY HOUSING.

NOTE 4: ADEQUATE OFF-BASE HOUSING IN THE LOCAL COMMUNITY IS AVAILABLE, WITHIN A 45 MINUTE COMMUTE OR LESS, TO PROVIDE HOUSING FOR THE TOTAL STUDENT CAPACITY WHICH CURRENTLY EXISTS AT NAS WHITING FIELD.

NOTE 5: ADEQUATE MORALE WELFARE AND RECREATION/NAVY EXCHANGE FACILITIES (AS WELL AS OFF BASE FACILITIES) EXIST TO PROVIDE MESSING SERVICES TO ANY ANTICIPATED INCREASE IN REQUIREMENTS.

NOTE 6: HOUSING AND MESSING IS NOT A PROBLEM IN THIS AREA. IF REQUIRED, LOCAL CONSTRUCTION WOULD ACCOMODATE ANY INCREASES REQUIRED BY AN INFLUX OF PERSONNEL. THE FY 93 PRIMARY TRAINING RATE WAS 57% OF WHAT THE PRIMARY TRAINING RATE WAS IN FY 87. ADDITIONALLY THE ADVANCED ROTARY TRAINING RATE IN FY 93 WAS 43% OF THE ADVANCED ROTARY TRAINING RATE IN FY 85.

Provide the basis (including source data) of your calculations in enough detail so they can be produced.

SEE NOTES FOR QUESTION 5

7. List any additional constraints or limitations to the housing and messing facilities that impact the ining mission. NONE

Appendix 1

Appendix 1 a

Navy pilot training syllabi with service components trained.

Syllabus of Training	
Strike	USN
	USMC
	FMS
Maritime	USN
	USMC
	USCG
	FMS
	USAF
E2/C2	USN
	USMC
	USCG
	FMS
Rotary	USN
	USMC
	USCG
	FMS

Navy NFO training syllabi with service components trained.

Adv Navigator (NAV)	USN
	FMS
	NOAA
Tact Navigator (TN/BN)	USN
	USMC
Radar Intercept Officer (RIO)	USN
	USMC
Over Water Jet Navigator (OJT)	USN
Airborne Tact Data Systems (ATDS)	USN

USCG

Navy pilot training syllabi with levels of training and types of aircraft used.

General	Primary	T-34C
		JPATS
Strike	Intermediate	T-2
		T-45[65]
	Advanced	TA-4J
		T-45
E2/C2	Intermediate	T-44
	Advanced	T-45[2]
		T-2
Maritime	Intermediate	T-34C
		JPATS
	Advanced	T-44
Rotary	Intermediate	T-34C
		JPATS
	Advanced	TH-57

Navy NFO syllabi of training with levels of training and types of aircraft used.

General	Primary	T-34/T-2
		JPATS
General	Intermediate	T-34/T-2
NAV	Advanced	T-43
TN/BN	Advanced	T-2
	Advanced	T-39
RIO	Advanced	T-2
	Advanced	T-39
OJN	Advanced	T-2
	Advanced	T-39
ATDS	Advanced	E-2C

Navy list of aircraft used in undergraduate pilot and NFO training.

T-2
TA-4J
T-34C
T-39
T-43
T-44
T-45
TH-57

If requirements for the T-45 are still being derived, give best estimate.

JPATS

Appendix 1 b
r Force pilot training syllabi with service components trained.

Syllabus of Training	
Flight Screening	USAF
	ANG
	AFRES
	USAFA
	FMS
UPT	USAF
	ANG
	AFRES
	FMS
SUPT	USAF
	ANG
	AFRES
	FMS
	NAVY
SUPT HELO	USAF
	ANG
	AFRES
ENJJPT	USAF
	ANG
	AFRES
	NATO
BANKED REQ T-38	USAF
BANKED REQ T-1	USAF
FIXED WING QUAL TNG	USAF
	ANG
	AFRES
ROTARY WING QUAL	USAF
	ANG
	AFRES
AVIATION LEADERSHIP PROGRAM T-37	FMS

PT T-38 DVANCED NG PGM	FMS
INTRO TO FTR FUND (IFF) AT-38	USAF
	ANG
	AFRES
	NATO
	FMS
INTRO TO BOMBER FUND (IBF) (NO A/C, SIMS ONLY)	USAF
	AFRES
	ANG
T-43	USAF
	FMS
PILOT INSTR TNG (PIT) T-37	USAF
	FMS
PILOT INSTR TNG (PIT) T-8	USAF
	FMS
ILOT INSTR TNG (PIT) T-1	USAF
T-1 PIT TRANSITION	USAF
PILOT INSTR TNG (PIT) AT-38	USAF
	NATO
ENJJPT PIT T-37	USAF
	NATO
ENJJPT PIT T-38	USAF
	NATO
JET CURRENCY COURSE T-38	USAF
	ANG
	AFRES
MED OFFICER FLT FAM TNG T-37	USAF

Air Force navigator training syllabi with service components trained.

Syllabus of Training	
SUNT Core Sys Off Tng	USAF
	ANG
	FMS
SUNT Core Topoff Tng	USAF
	ANG
SUNT Core Nav Tng	USAF
	ANG
	AFRES
	FMS
SUNT Core EWO Tng	USAF
	ANG
	AFRES
	USMC
SUNT Core EWO + Topoff	USAF
	ANG
Interservice UNT	USN
	FMS
	NOAA
USMC UNT	USMC
EWO Tng CAF	USAF
Nav Instr Tng T-43	USAF
	USN
Intro to Ftr Fundamentals WSO AT-38	USAF
	ANG
	FMS
IFF Instr WSO Tng AT-38	USAF

Air Force pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
Screening	Accession	T-3A, T-41
UPT	Primary	T-37
	Advanced	T-38
SUPT	Primary	T-37
		JPATS
	Advanced BF	T-38
	Advanced AT	T-1A
	Advanced Helo	UH-1
ENJJPT	Primary	T-37
		JPATS
	Advanced	T-38
Banked Req	Graduate	T-38
Banked Req	Graduate	T-1A
Fixed Wing Qual	Grad Phase 2	T-37
	Phase 3 or	T-1
	Phase 3	T-38
Rotary Wing Qual	Graduate	UH-1
Aviation Ldrshp Pgm	Primary	T-37
Adv Tng Pgm	Advanced	T-38
IFF	Graduate	AT-38
IBF	Graduate	T-1A Sims Only
T-43 Pilot Tng	Graduate	T-43
PIT T-37	Graduate	T-37
PIT T-38	Graduate	T-38
PIT T-1A	Graduate	T-1A
T-1A Transition	Graduate	T-1A
IFF PIT	Graduate	AT-38
ENJJPT T -37 PIT	Graduate	T-37
ENJJPT T-38 PIT	Graduate	T-38
Jet Currency Course	Graduate	T-38
Med Off Flt Fam Tng	Graduate	T-37

Air Force navigator syllabi of training with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
SUNT SO Tng	Primary	T-43
	Advanced	T-38
SUNT Topoff Tng	Advanced	T-37
SUNT Nav Tng	Primary	T-43
	Advanced	T-43
SUNT EWO Tng	Primary	T-37/T-43
	Advanced	T-43
SUNT EWO Topoff	Advanced	T-37
Interservice UNT	Advanced	T-43
USMC UNT	Primary	T-43
EWO Tng CAF	Advanced	T-43
Nav Instr Tng	Graduate	T-43
IFF WSO	Graduate	AT-38
IFF WSO Instr Tng	Graduate	AT-38

Air Force list of aircraft used in undergraduate pilot and navigator training.

T-37
JPATS
T-38
T-1A
AT-38
T-43
UH-1

Appendix 1 c

Army pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
IERW	Primary	UH-1/TH-67
-	Instruments	UH-1/TH-67
	Track	UH-1/OH-58
Graduate	AQC IPC MOI MTP	AH-64
	AQC IPC MOI MTP	CH-47D
	AQC SUP MOI MTP SUP (M)	OH-58D
	AQC IPC MOI MTP	AH-1
	AQC IPC MOI MTP	UH-60
	IPC MOI	OH-58A/C
	IPC NVG RWART RWIC RWQC RWIFEC MOI (CT) MOI (NVG)	UH-1
	FWMEQC FWIPC	U-21
	AQC FLT Refresher	C-12
Euro/NATO	Primary Instru ADINS ADCON C/S	UH-1
Spanish	RWQC TQO IERW NVG IPC	UH-1

Army pilot training syllabi with service components trained.

IERW	USA
	USAF
	USAF (RWQC)
	SPANISH
	EURO/NATO
	FMS
	OTHER
Graduate	USA
	SPANISH
	EURO/NATO
	FMS
	OTHER

ADDENDUM TO DATA CALL NINETEEN

1. How many simultaneous helicopter pattern operations can be conducted at Whiting Field and all OLF's (include OLF's currently used for T-34 aircraft)?

South Whiting

South Whiting is utilized as the base field for maintenance, arrival and departure point for all NOLF work, IFR and VFR airwork, and IFR and VFR cross country work. It is a day/night visual/instrument airfield with an operating control tower and radar facility. The number of aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously.

North Whiting

North Whiting could accommodate a limited number of rotary wing aircraft along with the fixed wing aircraft but its primary function is to handle fixed wing training. Again the number of rotary wing aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously.

NOLF Spencer

Maximum of 15 aircraft operating at NOLF
Left: 6 aircraft in pattern, 2 aircraft in low work
Right: 5 aircraft in pattern, 2 aircraft in low work
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Pace

Left: 4 aircraft in pattern
Right: 4 aircraft in pattern

NOLF Santa Rosa

Maximum of 11 aircraft at NOLF
Normal Pattern: 7 aircraft
Autorotations: 4 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft in determining number at site)

WC

NOLF Site 8

Maximum of 12 aircraft at NOLF
Left: 6 aircraft in pattern
Right: 6 aircraft in pattern
- (When tactical work is conducted, only 3 aircraft allowed in that pattern)
- (Formation flights count as one aircraft for side but as individual aircraft in determining number at site)
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Harold

Currently utilize NOLF at a maximum of 07 aircraft. FAA approval allows 14 aircraft at NOLF.
Normal Pattern: 5 aircraft
Confined Landings: 2 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft for number at site)

Other

It is estimated that the following Fixed Wing NOLF's could accommodate ten (10) rotary wing aircraft if a requirement existed.

NOLF Holley	NOLF Saufley	NOLF Barin
NOLF Silverdale	NOLF Summerdale	NOLF Wolf
NOLF Evergreen	NOLF Choctaw (if assigned to TW-5)	

It is estimated that NOLF Brewton could accommodate eight (8) rotary wing aircraft due to the civil operations.

Clarification to Joint Military Value and Capacity Analysis Data Calls
27 Aug 94

Please clarify the following questions:

1. (AETC/CNATRA) Capacity Analysis, Mission Requirements, Para E, Question 2. Please fill out the following chart with regard to training airframes:

AIRCRAFT	(1) UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND (2)	TOTAL AIRCRAFT IN THE COMMAND INVENTORY (2)
T-34 (FY 94)	34	139	150
T-34 (FY 01)	34	126	* 138
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY)	Unknown	**	** 339
T-1 (FY 94)			
T-1 (FY 01)			
T-38 (FY 94)			
T-38 (FY 01)			
AT-38 (FY 94)			
AT-38 (FY 01)			
T-3 (FY 94)			
T-3 (FY 01)			
T-2 (FY 94)			
T-2 (FY 01)			
TA-4 (FY 94)			
TA-4 (FY 01)			
T-44 (FY 94)			
T-44 (FY 01)			
T-45 (FY 94)			
T-45 (FY 01) (TOTAL BUY)			

Note: 1. Based on peacetime planning factors.
2. PAA, Total ACFT inventory and distribution is a moving target based upon PTR decisions and other factors at various echelon levels.

* Reflects updated data (as to info provided in data call #19 mission RQMNTS, Para E., Ques #1) based upon current PTR projection for CTW-5 in FY2001.

** Current planned total JPATS buy for CNATRA - Initial delivery scheduled for NAS Whiting Field in FY2002. PAA for CNATRA = 304

Command: **CNATRA**

Data Call Number Nineteen Amendment One
(Addendum Pages - Clarification of Joint Military Value and Capacity Analysis)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. W. WRIGHT	T. W. Wright
NAME	Signature
CNET	14 OCT 1994
Title	Date
CNET	
Activity	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER	W. A. Earner
NAME	Signature
	10/21/94
Title	Date

RESPONSE FOR NATRACOM STATIONS TO:
BRAC 95: CLARIFICATION TO JOINT MILITARY VALUE AND CAPACITY ANALYSIS DATA CALLS, DTD 27 AUG 94

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

9-29-94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/738

03 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Meridian
(2) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certifications to CNO (N44). Enclosures (1) and (2) contain revised pages which should be incorporated into enclosures (3) and (4), respectively, of reference (a).

C. R. GIMBEL
By direction

Command: **NAS Whiting Field**

Data Call Number Nineteen Revisions
(Pages 7, 22, 23, 34, 43, 46, 55, 66, 75, 85, 95,
106, 117, 129, 139, 160, 171, 178, 181, 198a, 204, and 207)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PEH
Signature

Acting
Title

10/3/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

P.W. DRENNON
NAME

Signature

Acting
Title

12 OCT 1994
Date

Encl (2)

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

04 OCT RECD

11000
Ser 00R/738

03 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Meridian
(2) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certifications to CNO (N44). Enclosures (1) and (2) contain revised pages which should be incorporated into enclosures (3) and (4), respectively, of reference (a).

C. R. GIMBEL
By direction

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages 7, 22, 23, 34, 43, 46, 55, 66, 75, 85, 95,
106, 117, 129, 139, 160, 171, 178, 181, 198a, 204, and 207)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN	PEH
NAME	Signature
Acting	10/3/94
Title	Date
CNET	
Activity	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME	Signature
Title	Date

2 8 SEP RECD

BRAC 95 DATA CALL 19
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 9/23/94, PAGES 7,22,23,34,43,46,55,66,75,85,95,106,117,129,139, 160,171,178,181,204 & 207

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. LANIER, CDR, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

27 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN (CAPACITY), CHANGE THREE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chair of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for Audit purposes.

ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

23 Sep 94
Date

Training Air Wing FIVE
Activity

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN, CHANGE THREE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

Signature

Commanding Officer
Title

Date 9/23/94

NAS Whiting Field
Activity

227

Command: **NAS Whiting Field**

Data Call Number Nineteen Revisions
(Pages i, ii, iii, 17, 17a, 17b, 191h-191j, 198, and 198a)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

TWWright
Signature

CNET
Title

9-23-94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME

WAEarner
Signature

Title

10/5/94
Date

WC

Encl 1

NAS WHITING FLD UIC 60508
REV 9/1/94 PGS i,ii,iii,17,17a,17b,191h,191i,191j,198,198a

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

Date 12 SEP 94

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN (CAPACITY), CHANGE TWO
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier NAME	R.O. Abshier Signature
Commander Title	1 SEP 94 Date
Training Air Wing FIVE Activity	

Enclosure (4)

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN, CHANGE TWO
INFORMATION

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

Signature

Commanding Officer
Title

9/1/94
Date

NAS Whiting Field
Activity

CHANGE TWO REPLACEMENT PAGES FOR DATA CALL NINETEEN (CAPACITY)

1. Make the following changes to NAS Whiting Field (UIC 60508) Data Call NINETEEN(19):

a. Remove pages i, ii, and iii dated 11 Jul 94, insert pages iR, iiR, and iiiR dated 1 Sep 94.

b. Remove page 17, insert page 17R dated 1 Sep 94.

c. Insert pages 17a and 17b dated 1 Sep 94.

d. Insert pages 191h, 191i, and 191j dated 1 Sep 94.

e. Remove page 198, insert page 198R dated 1 Sep 94.

f. Insert page 198a, dated 1 Sep 94.

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

229

11000
Ser 00R/796
21 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (4) of reference (a).

C. R. GIMBEL
By direction

WC

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages 29a and 31a)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. W. WRIGHT	
NAME	Signature
CNET	20 Oct 94
Title	Date
CNET	
Activity	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER	
NAME	Signature
	10/27/94
Title	Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

W B Hayden
Signature

CHIEF OF NAVAL AIR TRAINING
Title

14 Oct 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN (CAPACITY), CHANGE FOUR
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier NAME	R. O. Abshier Signature
Commander Title	12OCT94 Date
Training Air Wing FIVE Activity	

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN, CHANGE FOUR
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

L. K. Tande
Signature

Commanding Officer
Title

10/12/94
Date

NAS Whiting Field
Activity

BRAC 95 DATA CALL 19
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 9/23/94, PAGES 7,22,23,34,43,46,55,66,75,85,95,106,117,129,139, 160,171,178,181,204 & 207

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. LANIER, CDR, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

27 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

Encl (3)

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN (CAPACITY), CHANGE THREE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

23 Sep 94
Date

Training Air Wing FIVE
Activity

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN, CHANGE THREE
INFORMATION

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

Signature

Commanding Officer
Title

Date 9/23/94

NAS Whiting Field
Activity

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/742

03 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certifications to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (4) of reference (a).

C. R. GIMBEL
By direction

WC

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages 186c and 187a)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

10/3/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

P.W. DRENNON
NAME

Signature

Acting
Title

12 OCT 1994
Date

BRAC 95 DATA CALL 19
NAS WHITING FIELD UIC 60508

CANTRA REVISIONS OF 9/27/94, PAGES 186C & 187A

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

P R Statskey
Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

29 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

Command: NAS Whiting Field

Data Call Number Nineteen

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND	
NAME	Signature
Acting	13 MAY 94
Title	Date
CNET	
Activity	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. Greene, Jr.	
NAME	Signature
Acting	27 May 1994
Title	Date

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN
(CAPACITY)

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

Signature

Commanding Officer
Title

5/5/94
Date

NAS Whiting Field
Activity

Enclosure (4)

Command: NAS Whiting Field

Data Call Number Nineteen (Revision)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

5/19/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. Greene, Jr.
NAME

Signature

Acting
Title

27 MAY
Date

229

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/586

23 AUG 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (4) of reference (a).

C. R. GIMBEL
By direction

WC

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages 186a-186k, 187a-187c, 188a-188f, 189a, 189b, 190a, 190b, 191a-191g, 193a, 195a-195l)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

23 AUG 1994
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME

WAEarner
Signature

Title

8/27/94
Date

BRAC-95 DATA CALL 19
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 7/11/94, PAGES 175a-175k, 176a-176c, 177a-177f, 178a, 178b, 179a, 179b, 180a-180g, 182a, 184a-1841

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

W B Hayden
Signature

Chief of Naval Air Training
Title

9 Aug 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER NINETEEN CHANGE ONE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

Signature

Commanding Officer
Title

7/12/94
Date

NAS Whiting Field
Activity

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN CHANGE ONE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chair of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for Audit purposes.

ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier NAME	R.O. Abshier Signature
Commander Title	12 Jul 94 Date
Training Air Wing FIVE Activity	

Enclosure (4)

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/742

03 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certifications to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (4) of reference (a).

C. R. GIMBEL
By direction

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages 186c and 187a)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

10/3/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME

Signature

Title

Date

BRAC 95 DATA CALL 19
NAS WHITING FIELD UIC 60508

CANTRA REVISIONS OF 9/27/94, PAGES 186C & 187A

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

PRStatskey
Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

29 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

CLOSE HOLD

NAS WHITING FIELD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS

4 May 94

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

* Maps located in original folder

**********If any responses are classified, attach separate classified annex.**********

CLOSE HOLD

WC

Table of Contents

Mission Requirements

A. Training Other Than Undergraduate Pilot and NFO/Navigator Training 1
B. Operational Squadron Support 2
C. Managed Training Areas 4
D. General Military Support 6
E. Other Support 8
F. Weather. 9

Facilities

A. Air Space and Flight Training Areas 11

Special Use Airspace

A292 12
Pensacola North MOA 15
A292 21
Pensacola North MOA 25
South MOA 28
R2919A 31
R2919B 33
R2914A 35
R2914B 37
IR-15 . . . . . 38a
IR-17 . . . . . 38c
IR-19 . . . . . 38e
IR-21 . . . . . 38g
IR-30 . . . . . 38i
IR-31 . . . . . 38k
IR-37 . . . . . 38m
IR-38 . . . . . 38o
IR-40 . . . . . 38q
IR-57 . . . . . 38s
IR-59 . . . . . 38u
Eglin MOA A East/West B,C,D 39
Eglin MOA E 40a
Eglin MOA F 40c
R2915C 41
R2918 43
R2915A 45
R2915B 47

Rose Hill MOA 49
A211 51
Rucker MOA 53
Rucker MOA C 54a
Desoto 2 MOA 55
Desoto MOA 56a
Eagle Gulf One 56c
Eagle Gulf Two 56e
Pine Hill MOA East/West 57
R2905B 59
R2908 . . . . . 60a
R2905A 61
VR-1020 . . . . . 62a
VR-1021 . . . . . 62c
VR-1022 . . . . . 62e
VR-1023 . . . . . 62g
VR-1024 . . . . . 62i
VR-179 . . . . . 62k
VR-060 . . . . . 62m
VR-1082 . . . . . 62o
VR-1084 . . . . . 62q
VR-1085 . . . . . 62s
W453 63
W155A 65
W155B 66a
W151A 67
W151B 69
W151C 70a
Camden Ridge MOA 71
Tyndall A MOA 73a
Tyndall B MOA 73c
Tyndall C MOA 73e
Tyndall D MOA 73g
Tyndall E MOA 73i
Tyndall F MOA 73k

Ranges
R2103 74
R2917 76

B. Airfields 81

Airfield Data
North Whiting 81
South Whiting 83
Barin 85
Brewton 87
Evergreen 89
Harold 91
Holley 93
Pace 95
Santa Rosa 97
Saufley 99
Silverhill 101
Site 8 103
Spencer 105
Summerdale 107
Wolf 109

Facility Types
North and South Whiting 111
Marina 115
Summerdale 117
Silverhill 119
Evergreen 121
Wolf 123
Holley 125
Saufley 127
Santa Rosa 129
Site Eight 131
Pace 133
Harold 135
Spencer 137
Barin 139

Facility Assets 141

C. Ground Training Facilities 150
D. Aircraft Maintenance Facilities 151
E. Special Military Facilities 152
F. Facility Support Arrangements for Other Services 155
G. Proximity to Operational Mission Areas 161

H. Proximity to Training Areas 161
I. Proximity to Other Support Facilities 162
J. Unique features 164

Future Requirements

A. Air Quality 166
B. Encroachment 168
C. Ability for Expansion 192
North and South Whiting Field 193
Pace 194
Site Eight 195
Harold 196
Housing 197
Barin 198
Brewton 199
Evergreen 200
Holley 201
Silverhill 202
Summerdale 203
Wolf 204
Boat Docks 205
Santa Rosa 206
Spencer 207

Manpower Implications

A. Quality of Life 209

Attachment 1: A292 Special Use Airspace Report
Attachment 2: Pensacola North Moa Special Use Airspace Report
Attachment 3: New Orleans Sectional Chart
Attachment 4: AICUZ (Land Use Objectives)
Attachment 5: Santa Rosa Zoning Ordinance
Attachment 6: Escambia Zoning Ordinance
Attachment 7: Land Use Plans
Attachment 8: Land Use Plans

PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

Title	Location
COLUMBUS	COLUMBUS MS
CORPUS CHRISTI	CORPUS CHRISTI TX
FT RUCKER	FT RUCKER AL
KINGSVILLE	KINGSVILLE TX
LAUGHLIN	DEL RIO TX
MERIDIAN	MERIDIAN MS
PENSACOLA	PENSACOLA FL
RANDOLPH *	UNIVERSAL CITY TX
REESE	LUBBOCK TX
SHEPPARD	WITCHITA FALLS TX
VANCE	ENID OK
WHITING FIELD	MILTON FL

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

Mission Requirements

Training Other Than Undergraduate Pilot and NFO/Navigator Training

1. List all ground combat units that train at this installation.

Ground Unit/MTOE	Training Function
MARINE AVIATION SUPPORT GROUP	ATC/COMMUNICATIONS (NASWF)
MARINE RESERVE FORCES	NIGHT MANEUVERS (NOLF'S)

2. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this installation.

Operational Unit/TDA	Training Function
ALABAMA AIR GUARD	ATC COMMUNICATIONS EXERCISES (NASWF, NOLF'S)
ALABAMA NATIONAL GUARD	COMMUNICATIONS EXERCISES (NOLF'S)
FLORIDA NATIONAL GUARD	COMMUNICATIONS EXERCISES (NOLF'S)
SEABEES	CONSTRUCTION TRAINING (NASWF)

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, etc.)

Forces	Location/ Distance	Type of Support	Frequency
NONE			

Mission Requirements (cont.)

D. Operational Squadron Support

1. List the operational (active or reserve) or special squadrons based at your installation. Include any programmed additions or deletions through FY 1997. (HQ Air Force will provide for Air Force)

NO OPERATIONAL SQUADRONS BASED AT THIS COMMAND.

Squadron Name	Aircraft Type(s)	Mission
N/A	N/A	N/A

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your installation. (HQ Air Force will provide for Air Force)

Service/Agency/ Custodian	Aircraft Type(s)	Mission
U.S. CUSTOMS	H-57	PRIMARY: INTERDICT AERIAL SMUGGLING OF CONTRABAND INTO THE UNITED STATES. SECONDARY: SUPPORT LOCAL, STATE, AND FEDERAL LAW ENFORCEMENT.
	CESSNA 210	
	PIPER PA31	
	CE 550	
	BE 200	

Mission Requirements (cont.)

C. Operational Squadron Support (cont.)

3. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a takeoff, landing, or approach without a landing.

NO NON-TRAINING AIRCRAFT ASSIGNED TO THIS COMMAND.

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No.[1] Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1992	"	"	"	"	"	"	"	"
1993	"	"	"	"	"	"	"	"
1994[2]	"	"	"	"	"	"	"	"

4. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (e.g., radars, trucks, etc.).

NO DEPLOYABLE UNITS ASSIGNED TO THIS COMMAND.

Type of Unit	Number of Units	Mission	Equipment Items
N/A	N/A	N/A	N/A

Include only days when the installation operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

Include FY 1994 data through 31 March 1994.

Mission Requirements (cont.)

E. Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

Managed Training Assets	Management Role	
PENSACOLA NORTH MOA	SCHEDULED/UTILIZED	
ALERT AREA 292	SCHEDULED/UTILIZED	
HELICOPTER LANDING TRAINER (HLT)	SCHEDULED/UTILIZED	
NOLF BARIN	CONTROLLED/MANNED/MAINTAINED	NOTE 1,2
NOLF BREWTON	SCHEDULED/MANNED	NOTE 1,4
NOLF EVERGREEN	SCHEDULED/MANNED	NOTE 1,4
NOLF HOLLEY	CONTROLLED/MANNED/MAINTAINED	NOTE 1,2
NOLF SAUFLEY	SCHEDULED/MANNED	NOTE 1,3
NOLF SILVERHILL	CONTROLLED/MANNED/MAINTAINED	NOTE 1,2
NOLF SUMMERDALE	CONTROLLED/MANNED/MAINTAINED	NOTE 1,2
NOLF WOLF	CONTROLLED/MANNED/MAINTAINED	NOTE 1,2
NOLF HAROLD	CONTROLLED/MANNED/MAINTAINED	NOTE 2,5
NOLF PACE	CONTROLLED/MANNED/MAINTAINED	NOTE 2,5
NOLF SANTA ROSA	CONTROLLED/MANNED/MAINTAINED	NOTE 2,5
NOLF SITE 8	CONTROLLED/MANNED/MAINTAINED	NOTE 2,5
NOLF SPENCER	CONTROLLED/MANNED/MAINTAINED	NOTE 2,5

* NOTE:

1. MANNED: indicates crash crews, wheels watch and runway duty officers at fixed-wing NOLF's.
2. MAINTAINED: indicates direct support provided for operational maintenance (i.e.; runway overlays, drainage control, operation and maintenance of crash crew facilities).
3. MAINTAINED: by NETPMSA Saufley, NASWF utilizes the runways under a host/tenant agreement.
4. MAINTAINED: by respective cities with NASWF as a lessee.
5. MANNED: indicates crash crews only at helicopter NOLF's.

Mission Requirements (cont.)

3. Managed Training Areas

2. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties.

Asset	Installation	Reason for Consideration
AIRSPACE	NAS PENSACOLA	PROXIMITY
NOLF'S	NAS PENSACOLA	PROXIMITY

Mission Requirements (cont.)

J. General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain.

YES, ONLY THE U.S. CUSTOMS

a. If applicable, give the type and number of aircraft based at your installation that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
H-57	1	~~UNK~~ *
CESSNA 210	1	~~UNK~~ *
PIPER PA31	1	~~UNK~~ *
CE 550	1	UNK **
BE 200	1	UNK **

b. If applicable, list special equipment and facility (e.g., radar surveillance systems) at your installation that directly support these operations.

Equipment/Facility	Function
NONE	

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain.

YES.

A. AIR STATION IS COVERED UNDER "OPEN SKIES" TREATY.
B. UNDER SCATANA, A PLAN EXISTS TO DEACTIVATE NAVIGATIONAL AIDS.

* APPROXIMATELY 500 SORTIES FLOWN BY THESE THREE AIRCRAFT IN FY 93. (ADDITIONAL SORTIES, NUMBERS NOT RELEASABLE, WERE FLOWN BY ENFORCEMENT MISSION AIRCRAFT.)

** AIRCRAFT NOT AT WHITING FIELD IN FY 93.

CNET N-4432 11 MAY 94

Mission Requirements (cont.)

2. General Military Support (cont.)

3. Does this installation directly support a military or civilian area control and surveillance mission (e.g., FACSFAC, FAA support)? If so, provide details.
   YES, CONSTRUCTION AND PLANNING INITIATED TO LINK NASWF ASR-8 RADAR TO PENSACOLA TRACON AND IN RETURN NASWF WILL RECEIVE PROCESSED VIDEO IN THE NORTH TOWER, SOUTH TOWER, AND RADAR.

4. Describe the role this installation plays in any logistics support and mobilization plan.
   NONE

5. List any other military support missions currently conducted at/from this installation (e.g., port of embarkation for personnel, other active duty/reserve personnel or logistics transfer missions).
   NONE

6. Are any new military missions planned for this installation?
   FIRST NAVY JOINT PRIMARY TRAINING SQUADRON (VT-3) NOW HAS 10 AIR FORCE INSTRUCTOR PILOTS AND AN AIR FORCE PXO ONBOARD). AIR FORCE STUDENTS SCHEDULED TO ARRIVE THIS FISCAL YEAR. ADDITIONALLY, VT-3 WILL BE THE FIRST NATRACOM JOINT SQUADRON TO RECEIVE AND TRAIN IN THE JPATS AIRCRAFT.

Mission Requirements (cont.)

J. Other Support

1. Does the installation have a role in a disaster assistance plan, search and rescue, or local evacuation plan? If so, describe.

NASWF SERVES AS THE SECONDARY COMMAND POST FOR THE CHIEF OF NAVAL EDUCATION AND TRAINING (CNET) IN THE EVENT OF A DISASTER IN PENSACOLA THAT REQUIRES EVACUATION (E.G. HURRICANE). NAS PENSACOLA HOUSING RESIDENTS AND THE FEDERAL PRISONERS AT NETPMSA SAUFLEY WOULD ALSO BE TEMPORARILY HOUSED AT NASWF. NASWF HAS ENTERED INTO WRITTEN MUTUAL AID FIRE FIGHTING AGREEMENTS WITH SEVERAL ORGANIZATIONS WITHIN SANTA ROSA COUNTY, FLORIDA AND ONE WRITTEN AGREEMENT WITH THE CITY OF BREWTON, ALABAMA. ADDITIONALLY, A WRITTEN FIRE FIGHTING AGREEMENT IS IN EFFECT WITH THE STATE OF FLORIDA. A MUTUAL UNDERSTANDING (NON-WRITTEN) IS FORMED WITH THE SANTA ROSA COUNTY, FLORIDA, FIRE FIGHTER'S ASSOCIATION THAT NASWF WILL RESPOND ON REQUEST TO EMERGENCY INCIDENTS. IN ADDITION, NASWF SERVES THE 2ND ARMY FOR NORAD SOUTHEASTERN SECTOR AS A SPOTTER FOR CHEMICAL-BIOLOGICAL-RADIOLOGICAL DEFENSE.

2. Does the installation provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

YES, THE FOLLOWING AGENCIES ARE SUPPORTED BY NAVTRAMETOCDET NAS WHITING FIELD

1. TRAINING AIRWING FIVE
   -ALL METEOROLOGICAL SERVICES
2. BEECH AEROSPACE SERVICES (BASI)
   - WARNINGS AND FORECASTS
3. U.S. CUSTOMS
   - AVIATION FORECASTING
4. FLORIDA DIVISION OF FORESTRY
   - WEATHER FORECASTS IN SUPPORT OF CONTROLLED FIRE BURNS.
5. UNITED NUCLEAR CORP. (UNC)
   - WARNINGS AND FORECASTS

3. Are any new civilian or other non-DoD missions planned for this installation? If so, describe.

UNKNOWN

Mission Requirements (cont.)

Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Airfield: NAS WHITING FIELD

Month	% of Hours[1] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility *	%of All Sorties Canceled Due to Weather T-34	H-57	R
Jan.	79	21	10	39.0	32.4	R
Feb.	81	19	8	21.6	6.1	R
Mar.	83	17	7	24.4	16.6	R
Apr.	88	12	4	13.1	4.7	R
May	94	6	2	15.3	5.1	R
June	95	5	1	16.7	8.3	R
July	96	4	1	19.0	16.2	R
Aug.	95	5	1	13.9	8.2	R
Sept.	93	7	2	22.6	11.2	R
Oct.	92	8	3	11.5	9.0	R
Nov.	88	12	5	14.0	6.9	R
Dec.	81	19	8	21.4	14.2	R

WAM NASWF

T-34 = 19.38
Helo = 11.58

* NOTE: PERCENTAGES OF VMC AND IMC DERIVED FROM THE INTERNATIONAL STATION METEOROLOGICAL CLIMATE SUMMARY (ISMCS) VERSION 2.0 FOR THE HOURS 0700-2200 LST BY NAVTRAMETOCDET NAS WHITING FIELD. PERCENTAGES ARE BASED ON ALL RECORDED OBSERVATIONS FROM 1945 TO 1990.

* NOTE: SORTIES CANCELLED BASED ON 1993. NOTE: ATYPICAL WEATHER YEAR R

* NOTE: VALUES INCLUDE NIGHT AND OVERHEAD FLIGHTS. ACTIVITY DOES NOT MAINTAIN RECORD OF SEPARATE SORTIE LOSSES FOR DAY LIGHT HOURS. ALL SORTIES ARE RESCHEDULED. R

[1]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Mission Requirements (cont.)

C. Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Airfield: NAS WHITING FIELD

Month	% of Hours[3] VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility *	Annual Number of Daylight Flying Hours Rescheduled/Canceled Due to Weather	
				T-34	H-57
Jan.	79	21	10	374	150
Feb.	81	19	8	252	106
Mar.	83	17	7	466	266
Apr.	88	12	4	430	144
May	94	6	2	288	120
June	95	5	1	388	242
July	96	4	1	392	346
Aug.	95	5	1	412	248
Sept.	93	7	2	328	172
Oct.	92	8	3	230	100
Nov.	88	12	5	326	154
Dec.	81	19	8	286	66

* NOTE: PERCENTAGES OF VMC AND IMC DERIVED FROM THE INTERNATIONAL STATION METEOROLOGICAL CLIMATE SUMMARY (ISMCS) VERSION 2.0 FOR THE HOURS 0700-2200 LST BY NAVTRAMETOCDET NAS WHITING FIELD. PERCENTAGES ARE BASED ON ALL RECORDED OBSERVATIONS FROM 1945 TO 1990.
* NOTE: SORTIES CANCELLED BASED ON 1993.
* NOTE: ALL SORTIES TO INCLUDE NIGHT AND OVERHEAD, (2.0 HOURS USED FOR SCHEDULED SORTIE LENGTH). ALL SORTIES ARE RESCHEDULED.

[3]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Mission Requirements (cont.)

F. Weather

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).

78 % EFFECTIVE WEATHER FOR T-34 TRAINING, 22 % OF SORTIES LOST DUE TO WEATHER.

90 % EFFECTIVE WEATHER FOR TH-57 TRAINING, 10 % OF SORTIES LOST DUE TO WEATHER.

NOTE: ALL SORTIES ARE MADE UP.

3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other installations during certain times of the year?

TRAINING SORTIES ARE NOT SCHEDULED BY WORKING AREAS. ALTERNATE TRAINING AREAS ARE NOT REQUIRED AS THE AREAS CURRENTLY USED ARE OF SUFFICIENT DISTANCE FROM EACH OTHER TO COMPENSATE FOR ALL BUT THE MOST WIDESPREAD WEATHER SYSTEMS. THERE ARE PROVISIONS FOR AIRCRAFT AND MAINTENANCE TO RELOCATE TEMPORARILY (DETACHMENT OPERATIONS) IN LOCAL DIRECTIVES AND CIVILIAN MAINTENANCE CONTRACTS, HOWEVER, THERE HAS BEEN NO NEED TO EXERCISE THIS OPTION FOR OVER FIVE YEARS.

Facilities

Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.
   NO

2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?
   NO

   a. If scheduling problems are encountered, list all reasons.
      N/A

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)
   NO

   a. If yes, state all reasons.
      N/A

4. Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low level routes used by your unit? (Yes or No)
   NO

   a. If yes, list all changes.
      N/A

5. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.
   ALERT AREA 292 (SEE ATTACHMENT ONE)
   PENSACOLA NORTH MOA (SEE ATTACHMENT TWO)

6. If installation does not schedule/manage any airspace, then identify airspace used for local training.
   SOME TRAINING IS CONDUCTED IN THE PENSACOLA SOUTH MOA AND IN GENERAL AIRSPACE.

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

Airspace Name: A292

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)
NO

- What is the status of each environmental analysis and supplement?
N/A

- Were there any problems associated with the analysis?
N/A

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.
N/A

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)
NO

- List those documented in Flight Information Publication (FLIP) and those you have concerns about.
N/A

- Do any of these NSAs affect or threaten the quality of training or mission?
NO

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)
NO, NONE THAT DEGRADE THE TRAINING MISSION.

P.B. BRONNAN CNET-N-443E, 10 MAY 94

- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)
THERE ARE NUMEROUS AIRPORTS AND TALL STRUCTURES IN THE TRAINING AREA. ALL TRAINING CAN BE ACCOMPLISHED WITHOUT DEGRADATION. A WORKING AGREEMENT HAS BEEN ARRANGED WITH LOCAL ALABAMA PARACHUTE OPERATIONS THAT ALLOWS NOTIFICATION ON A REAL TIME BASIS OF JUMP OPERATIONS.

Facilities (cont.)

Q. Air Space and Flight Training Areas (cont.)

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)

NO

- Explain proposal and give status (to include community reactions)
  NO PROPOSALS

- What was the primary rationale supporting expansion?
  NO PROPOSALS

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)

NONE

f. What is the published availability of each airspace?

- How many hours (average per year for 1990 through 1993) was the airspace scheduled?
  1990 - 4,545
  1991 - 4,605
  1992 - 5,602
  1993 - 5,583
  TOTAL-20,335

- How many hours were actually used (average per year for 1990 through 1993, total of all users)?
  1990 - 4,483
  1991 - 4,425
  1992 - 4,470
  1993 - 4,358.5
  TOTAL-17,736.5

- State reasons for difference between scheduled and actually used.
  MOST OF THE HOURS LOST ARE MAINLY DUE TO WEATHER.

g. Is it possible to increase utilization of the airspace? (Yes or No)

YES

Discrepancies

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

h. Can it be expanded in volume and/or hours of use? (Yes or No)
YES, EXPANSION OF AIRSPACE ABOVE PRESENT ALTITUDES IS POSSIBLE AND HOURS OF OPERATION CAN BE EXTENDED.

* i. Describe the volume or area of the airspace.
APPROXIMATELY 75NM X 60NM = 4,500 SQ MILES ①
APPROXIMATELY 75NM X 60NM X 2.878NM = 12,951 CUBIC NM

j. What percentage of the airspace is usable?
APPROXIMATELY 95%

* Response inconsistent with Data Call 3.

① 5200 sq miles

Facilities (cont.)

g. Air Space and Flight Training Areas (cont.)

h. Can it be expanded in volume and/or hours of use? (Yes or No)
YES, EXPANSION OF AIRSPACE ABOVE PRESENT ALTITUDES IS POSSIBLE AND HOURS OF OPERATION CAN BE EXTENDED.

i. Describe the volume or area of the airspace.
APPROXIMATELY 75NM X 60NM = 4,500 SQ MILES
APPROXIMATELY 75NM X 60NM X 2.878NM = 12,951 CUBIC NM

j. What percentage of the airspace is usable?
APPROXIMATELY 95%

See FAA

Facilities (cont.)

C. Air Space and Flight Training Areas (cont.)

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

Airspace Name: PENSACOLA NORTH MOA

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)

NO

- What is the status of each environmental analysis and supplement?
  N/A

- Were there any problems associated with the analysis?
  N/A

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.
  N/A

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)
NO

- List those documented in Flight Information Publication (FLIP) and those you have concerns about.
  NONE

- Do any of these NSAs affect or threaten the quality of training or mission?
  N/A

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)
NO

- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)
  N/A

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)
NO

- Explain proposal and give status (to include community reactions)
N/A

- What was the primary rationale supporting expansion?
N/A

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)
NONE

f. What is the published availability of each airspace?

- How many hours (average per year for 1990 through 1993) was the airspace scheduled?
1990 - 4,252.5
1991 - 4,267
1992 - 4,445
1993 - 5,478
TOTAL-18,442.5

- How many hours were actually used (average per year for 1990 through 1993, total of all users)?
EXACT HOURS NOT AVAILABLE AT THIS COMMAND. ACTIVATED BY JACKSONVILLE CENTER ON A REAL TIME BASIS.

- State reasons for difference between scheduled and actually used.
MOST OF THE HOURS LOST ARE MAINLY DUE TO WEATHER.

g. Is it possible to increase utilization of the airspace? (Yes or No)
YES

Facilities (cont.)

C. Air Space and Flight Training Areas (cont.)

h. Can it be expanded in volume and/or hours of use? (Yes or No)
YES, USE OF ADDITIONAL AIRSPACE ABOVE PRESENT ALTITUDES IS POSSIBLE AND HOURS OF OPERATION CAN BE EXTENDED

i. Describe the volume or area of the airspace.
APPROXIMATELY 60NM X 30NM = 1,800 SQ MILES
APPROXIMATELY 60NM X 30NM X 1.315NM = 2,367 CUBIC NM

j. What percentage of the airspace is usable?
100% OF THE AIRSPACE IS USABLE*

* THEORETICALLY, THE ENTIRE AIRSPACE IS USABLE. IN PRACTICE, SMALL QUANTITIES ARE NOT USED DUE TO PROXIMITY TO OTHER AREAS, LACK OF GROUND REFERENCES, LACK OF SUITABLE NAVAIDS, ETC.

C NATHANS

Facilities (cont.)

C. Air Space and Flight Training Areas (cont.)

8. Potential For Growth in Training Airspace (Area)

a. Is expansion possible? (Yes or No)
YES

- If yes, give an estimate of the percentage of increase and rationale for your estimate
~~N/A~~

SEE PAGE 18-A
PB
CNET N-443E
12 MAY 94

b. Will current access remain the same (status quo)? (Yes or No)
YES

c. Are reductions expected? (Yes or No)
NO

- If yes, give an estimate of the percentage of decrease and rationale for your estimate
NONE EXPECTED

d. Do current special use airspace and training areas meet all training requirements? (Yes or No)
YES

- Can some of your training requirements only be met by deployed, off-station training? (Yes or No)
NO

- If not, what degradation is experienced? Explain/identify
NONE

9. Commercial Aviation Impact

a. Is the installation joint-use (CIVILIAN/MILITARY)? YES/NO.
NO

Facilities (cont.)

A. Ai
rspace and Flight Training Areas (cont.)

8. a.

Based on the NAS Whiting Field's BRAC briefing materials submission of January 1993 and the Naval Aviation Training System (NATS) Plan compiled by the Southern Division, Naval Facilities Engineering Command in May 1987, NAS Whiting Field has a T-34C PTR capacity of 1500. The NATS considered capacity levels for homefield departure/arrival, entry channels, and OLF's. A 1500 PTR could be accomplished considering peak hour demand, without exceeding the above listed levels. Additionally, the BRAC briefing considered parking spaces which equated to a 1513 PTR.

The NATS determined the limiting factor for rotary training was the capacity at the familiarization outlying fields. This equated to a PTR of 944. Additionally, based on the parking space capacity analysis performed by NAS Whiting Field and Training Air Wing FIVE on 24 July 1992, and updated in January of 1993, the TH-57 PTR capacity is 933.

The parking space capacity was derived by using the primary and rotary PTR as established in July 1992 with the following formula:
(T-34C = PTR of 862 / 176 spaces used x 309 spaces available)
(TH-57 = PTR of 544 / 128 spaces used x 228 spaces available)

TW-5 Aircraft inventory along with Instructor Pilot manning would have to increase to meet the potential PTR capabilities.

The above capacities are base on training Monday through Friday for an average of 17.15 hours daily for 237 fly days annually. Additional capacity can be accommodated by the following:

1. Increasing daily operating hours
2. Shifting more flights to after sunset
3. Training on Saturday and Sunday

Historically, NAS Whiting Field has completed higher PTR numbers than those listed above.

- The primary PTR completed in FY 87 was 1368. This is 91.2% of the 1500 PTR shown in Paragraph one.
- The advanced rotary PTR completed in FY 85 was 1142. This is 122.4% of the 933 PTR shown in paragraph two.

Airspace can be expanded above existing training airspace. There is adjacent airspace that could be used for training.

TAB CHIEF N-4113E 12 MAY 94

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

b. Identify all of the airfields (to include civilian/commercial/general aviation/uncontrolled) within a 50 mile radius of the installation.

ANDALUSIA OPP
ATMORE MUNI
BAPTIST HOSPITAL
BAKER AIRSTRIP
BAY MINETTE MUNI
BELFOREST
BERRY
BLACKWATER AIRFIELD
BOB SIKES AIRPORT (CRESTVIEW)
BOOKER
BONNER FIELD
BREWTON MUNI
BUCHANAN HELIPORT
BUNGE FARM
COASTAL AIRPORT
COLLIER PINE BARREN
DE FUNIAK SPRINGS
DESTIN
DOTSON FARMS AIRPORT
DOUG ODOM AIRSTRIP
DREWRY ROAD
JACK EDWARDS
ELLIS
ELSANOR
FAIRHOPE MUNI
FERGUSON
FLORALA
FLY IN RANCH
FOLEY MUNI
FORT WALTON BEACH
GARCON FIELD AIRPORT
GOLDEN HARVEST
GULF BREEZE HOSPITAL HELIPORT
HORAK
HUMANA HOSPITAL HELIPORT
J-22 RANCH AIRPORT
JAY AIRPORT
JAY FLYING SERVICE
JEDDO FLYING SERVICE
JORDAN
KLUMPP
LARUE FIELD
LIPSCOMB AERIAL SERVICE
LONESOME PINES AIRPORT
MCCUTCHAN AIRSTRIP
MCKINNON AIRPARK
MIDDLETON FIELD (EVERGREEN)
MIKE'S AG AIR
MONROE COUNTY
DOUG ODOM
ODOM'S FLYING SERVICE #2
OLD RIVER SEAPLANE
OWLS HEAD FARM
PARKER FLYING SERVICES
PECAN PONDS FARM
PENSACOLA REGIONAL
PETER PRINCE FIELD
PIERCE FIELD
PLEASANT VIEW FARM
PORTER STOLPORT
RESORT
RUCKEL
SACRED HEART HOSPITAL HELIPORT
SANTA ROSA MED CTR HELIPORT
SHIELDS
SKY RANCH AIRPORT
STREIT'S STRIP
STURDY OAK FARM
SWANEY AIRPORT
THOMAS FARMS
TURNER
WALLACE FIELD
WELLS FLYING SERVICE
WEST FLORIDA HOSPITAL HELIPORT
YELLOW RIVER VALLEY

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

c. Do civilian/commercial operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? Yes/No (In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc.
NO

- Describe the impact.
VOLUNTARY AGREEMENTS RESTRICT TOUCH AND GO OPERATIONS AT PENSACOLA REGIONAL AIRPORT AFTER 2100L.

Facilities (cont.)

G. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: A292

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
ALERT AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 75NM X 60NM X SURF-3,000FT WITHIN FEDERAL AIRWAY OTHERWISE TO 17,500FT

c. Distance from main airfield
0 MILES

d. Time en route from main airfield
0 MINUTES

e. Controlling agency
NONE

f. Scheduling agency
COMTRAWING SIX, NAS PENSACOLA, DELEGATED TO COMTRAWING FIVE

g. Are canned/stereo airways needed to access air space?
NO, STANDARD DEPARTURE/INBOUND ROUTES ARE USED

- If so, how many?
NUMEROUS

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
IFR AND VFR

h. Is the airspace under radar coverage?
MOST OF THE AREA IS CURRENTLY COVERED BY RADAR FACILITIES. RADAR SERVICE WILL BE ENHANCED WITH COMPLETION OF LINKING OF NAS WHITING ASR-8 TO PENSACOLA TRACON.

- If so who provides the coverage?
PENSACOLA APPROACH

Facilities (cont.)

A. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
PENSACOLA APPROACH AND MOBILE APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
ONE (V198/241)

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
1990 - 133,949
1991 - 113,304
1992 - 109,734
1993 - 102,731
TOTAL- 459,718 SORTIES BY TRAINING AIR WING FIVE

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
1990 - 5,583
1991 - 5,583
1992 - 5,602
1993 - 5,583
TOTAL-22,351 HOURS UTILIZED BY TRAINING AIR WING FIVE

Facilities (cont.)

2. Air Space and Flight Training Areas (cont.)

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
  1990 - 4,545
  1991 - 4,605
  1992 - 5,602
  1993 - 5,583
  TOTAL-20,335 HOURS BY TRAINING WING FIVE/VT-10 (TW-6) FOR NFO TRAINING

- By other services (including reserves and national guard)
  UNKNOWN

o. Total number of hours used

- By your service
  1990 - 4,483
  1991 - 4,425
  1992 - 4,470
  1993 - 4,358.5
  TOTAL-17736.5

- By other services (including reserves and national guard)
  UNKNOWN

p. Types of training permitted

(a)Fixed wing aircraft(T-34C)	Altitude (MSL)
Familiarization	Surface - 10,000
Formation	Surface - 10,000
Precision Aerobatics	Surface - 10,000
Basic Instruments	Surface - 9,500
Radio Instruments	Surface - 9,500
Day Navigation	Surface - 9,500
Night Navigation	Surface - 9,500
Night Familiarization	Surface - 9,500
Indoctrination Flights	Surface - 10,000
Maintenance Flights	Surface - 10,000
Airway Navigation	Surface - 9,500
Standardization and Pilot Proficiency	Surface - 10,000
Out-of-control Flight	Surface - 10,000

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

(b)Helicopter (TH-57B/C)	Altitude (MSL)
Familiarization	Surface - 1,500
Day/Night Navigation	Surface - 1,500
Tactical Navigation	Surface - 1,000
Standardization and Pilot Proficiency	Surface - 1,000
Indoctrination Flights	Surface - 1,500
Formation	Surface - 3,000
Radio Instruments	Surface - 5,000
Basic Instruments	Surface - 5,000
Helicopter Tactics	200 - 900
Maintenance Flights	Surface - 3,000
Carrier Qualification	Surface - 900

Facilities (cont.)

2. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: PENSACOLA NORTH MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 60NM X 30NM X 10,000FT-FL180

c. Distance from main airfield
10 MILES

d. Time en route from main airfield
5 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
COMTRAWING FIVE

g. Are canned/stereo airways needed to access air space?
YES

- If so, how many?
TWO

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
IFR-NSE1
VFR-NSE2

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER

Facilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
1990 - 6,211
1991 - 4,377
1992 - 4,684
1993 - 4,555
TOTAL-19,827 SORTIES BY TRAINING AIR WING FIVE

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
1990 - 5,616
1991 - 5,616
1992 - 5,634
1993 - 5,616
TOTAL-22,482

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
1990 - 4252.5
1991 - 4,267
1992 - 4,445
1993 - 5,478
TOTAL-18442.5

- By other services (including reserves and national guard)
UNKNOWN

Facilities (cont.)

n. Air Space and Flight Training Areas (cont.)

o. Total number of hours used

- By your service
  EXACT HOURS NOT AVAILABLE AT THIS COMMAND. ACTIVATED BY JACKSONVILLE CENTER ON A REAL TIME BASIS.

- By other services (including reserves and national guard)
  UNKNOWN

p. Types of training permitted
PROGRESSIVE SPINS
MAINTENANCE FLIGHTS
BASIC INSTRUMENTS
STANDARDIZATION FLIGHTS

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: PENSACOLA SOUTH MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 50NM X 25NM 10,000FT-FL180

c. Distance from main airfield
10 MILES

d. Time en route from main airfield
5 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
COMTRAWING SIX

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
NONE

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
N/A

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
PENSACOLA APPROACH

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
PENSACOLA APPROACH

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
1990 - 662
1991 - 541
1992 - 49
1993 - 105
TOTAL-1,357 SORTIES BY TRAINING AIR WING FIVE

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

o. Total number of hours used

- By your service
  UNKNOWN

- By other services (including reserves and national guard)
  UNKNOWN

p. Types of training permitted
PROGRESSIVE SPINS
MAINTENANCE FLIGHTS

Facilities (cont.)

A. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2919A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 15NM X 5NM X UNLTD

c. Distance from main airfield
15 MILES

d. Time en route from main airfield
8 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

C. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2919B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 15NM X 5NM X 8,500FT-UNLTD

c. Distance from main airfield
40 MILES

d. Time en route from main airfield
20 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2914A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 20NM X 20NM X UNLTD

c. Distance from main airfield
40 MILES

d. Time en route from main airfield
20 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

C. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2914B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 10NM X 8NM X 8,500FT-UNLTD

c. Distance from main airfield
55 MILES

d. Time en route from main airfield
33 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **IR-015**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) (VELEZ)
INSTRUMENT FLIGHT ROUTE (MTR)

2
ENATRA NJ
7-18-94

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 500 AGL - 7,000

c. Distance from main airfield
41 MILES

d. Time enroute from main airfield
~20 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
OSS/OSTA MOODY AFB, GA

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
TYNDALL APPROACH CONTROL
JACKSONVILLE CENTER
TALLAHASSEE APPROACH CONTROL
FACS FAC JACKSONVILLE

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
TYNDALL APPROACH CONTROL
TALLAHASSEE APPROACH CONTROL
FACS FAC JACKSONVILLE
JACKSONVILLE CENTER
MACON FSS

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-017**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 500 AGL - 3,000

2
CAIRNS N3
7-18-94

c. Distance from main airfield
41 MILES

d. Time enroute from main airfield
-20 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FG (ANG), DANNELLY FIELD, MONTGOMERY, AL

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
COLUMBUS APPROACH CONTROL
CAIRNS APPROACH CONTROL
TYNDALL APPROACH CONTROL
JACKSONVILLE CENTER

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
COLUMBUS APPROACH CONTROL
CAIRNS APPROACH CONTROL
TYNDALL APPROACH CONTROL
JACKSONVILLE CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-019**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 4,000 - 7,000

2
CNATRA N3
7-18-94

c. Distance from main airfield
88 MILES

d. Time enroute from main airfield
44 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC JACKSONVILLE

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-021**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

2
CNATRA N3
7-18-94

c. Distance from main airfield
28 MILES

d. Time enroute from main airfield
7 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
32
- By your service
28
- By other services (including reserves and national guard)
4

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
16
- By your service
14
- By other services (including reserves and national guard)
2

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
16
- By Navy
14
- By other services (including reserves and national guard)
2

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-030**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

CNATRA N3
7-18-94

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 500 AGL - 6,000

c. Distance from main airfield
32 MILES

d. Time enroute from main airfield
~16 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
NAWC, PATUXENT RIVER, MD

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER
HOUSTON CENTER

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER
HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-031**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

2
CNATRA NJ
7-18-94

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 500 AGL - 6,000

c. Distance from main airfield
27 MILES

d. Time enroute from main airfield
13 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
NAWC, PATUXENT RIVER, MD

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER
HOUSTON CENTER

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER
HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-037**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ variable

c. Distance from main airfield
67 MILES

d. Time enroute from main airfield
17 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
MEMPHIS CENTER
HOUSTON CENTER

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
MEMPHIS CENTER
HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
183
- By your service
175
- By other services (including reserves and national guard)
8

m. Total number of available hours in FY 1990 through 1993
~~UNKNOWN~~ 5840 for FY93

2
CNATRA N3
7-18-94

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
92
- By your service
88
- By other services (including reserves and national guard)
4

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
92 ~~16~~
- By Navy
88 ~~12~~
- By other services (including reserves and national guard)
4

2
CNATRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-038**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

CNATRA N3
7-18-94

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

c. Distance from main airfield
53 MILES

d. Time enroute from main airfield
13 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
HOUSTON CENTER

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
3

- By your service
3
- By other services (including reserves and national guard)
0

m. Total number of available hours in FY 1990 through 1993
~~UNKNOWN~~ FY93 = 4380

2
CNATRA N3
7-18-94

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
3
- By your service
3
- By other services (including reserves and national guard)
0

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
3 ~~16~~
- By Navy
3
- By other services (including reserves and national guard)
0

2
CNATRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-040**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

c. Distance from main airfield
53 MILES

d. Time enroute from main airfield
13 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
MEMPHIS CENTER
HOUSTON CENTER

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
MEMPHIS CENTER
HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
167
- By your service
161
- By other services (including reserves and national guard)
6

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
83
- By your service
80
- By other services (including reserves and national guard)
3

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
83 ~~16~~
- By Navy
80
- By other services (including reserves and national guard)
3

2
CNADRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-057**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MR)

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 250 AGL - 3,000

c. Distance from main airfield
12 MILES

d. Time enroute from main airfield
6 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
SOSS/OGSC, HURLBURT FIELD, FL

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER
CRESTVIEW FSS

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-059**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

2
CNATRA V3
7-18-94

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 250 AGL - 3,000

c. Distance from main airfield
12 MILES

d. Time enroute from main airfield
6 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
SOSS/OGSC, HURLBURT FIELD, FL

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: EGLIN MOA A EAST/WEST, B, C, D

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 42NM X 20NM X 1000ft-FL180/EGLIN D 1000ft-3000ft

c. Distance from main airfield
10 MILES

d. Time en route from main airfield
5 MINUTES

e. Controlling agency
CONTACT EGLIN/133.0khz

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
NONE

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
N/A

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

.. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
FOUR
EGLIN D MOA-TWO

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: EGLIN MOA E

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. ~~24nmi. x 12nmi. x~~ SURFACE TO BUT NOT INC FL 180
45 NMi x 44 NMi

c. Distance from main airfield
18 MILES

45 NMi x 32 NMi

d. Time enroute from main airfield
9 MINUTES

is the correct

e. Controlling agency
JACKSONVILLE CNTR

#'s. ATTACHED

f. Scheduling agency
3246 TESTW/DOSO

documentation - Needs to be corrected

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

CDR VS
12 Sept 94

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
EGLIN APPROACH CONTROL

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

Airspace Designator: **EGLIN MOA E**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. ~~24nmi. x 12nmi. x~~ SURFACE TO BUT NOT INC FL 180
45 NMi x 44 NMi

c. Distance from main airfield
18 MILES

d. Time enroute from main airfield
9 MINUTES

e. Controlling agency
JACKSONVILLE CNTR

f. Scheduling agency
3246 TESTW/DOSO

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
EGLIN APPROACH CONTROL

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
~~UNKNOWN~~ Air Combat Maneuvering
Aerial Maneuvering

CNATRA N3
7-18-94

Airspace Designator: **EGLIN MOA F**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. ~~1.5nmi. x 3nmi.~~ x SURFACE TO BUT NOT INC FL 180
3.5 x 3.5

c. Distance from main airfield
18 MILES

2
CNATRA N3
7-18-94

d. Time enroute from main airfield
9 MINUTES

e. Controlling agency
JACKSONVILLE CNTR

f. Scheduling agency
3246 TESTW/DOSO

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
EGLIN APPROACH CONTROL

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
~~UNKNOWN~~ Air Combat Maneuvering
Aerial Maneuvering

CNATRA N3
7-18-94

Facilities (cont.)

[redacted]. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2915C

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 5NM X 11NM X UNLTD

c. Distance from main airfield
20 MILES

d. Time en route from main airfield
10 MINUTES

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
NONE

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
N/A

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

.. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2918

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 3NM X 10NM X UNLTD

c. Distance from main airfield
30 MILES

d. Time en route from main airfield
15 MINUTES

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

[redacted]. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2915A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 15NM X 17NM X UNLTD

c. Distance from main airfield
10 MILES

d. Time en route from main airfield
5 MINUTES

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
NONE

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
N/A

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2915B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 5NM X 12NM X UNLTD

c. Distance from main airfield
20 MILES

d. Time en route from main airfield
10 MINUTES

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

[redacted]. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: ROSE HILL MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 35 NM X 22NM X 8,000ft-FL180

c. Distance from main airfield
45 MILES

d. Time en route from main airfield
20 MINUTES

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: A211

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
ALERT AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 78NM X 64NM X SURF-5,000ft

c. Distance from main airfield
30 MILES

d. Time en route from main airfield
15 MINUTES

e. Controlling agency
UNKNOWN

f. Scheduling agency
COMDR, USA, FORT RUCKER, AL.

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
NONE

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
N/A

h. Is the airspace under radar coverage?
NO

- If so who provides the coverage?
CAIRNS APPROACH CONTROL

Facilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
CAIRNS APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NINE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: **RUCKER MOA A,B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 40NM X 20NM X 1,000FT-1,500FT

c. Distance from main airfield
80 MILES

d. Time en route from main airfield
40 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
CMDR, USA, AVN CTR

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
UNKNOWN

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
TWO

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
BY NOTAM

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **RUCKER MOA C**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 13nmi. x 18nmi. x 100 AGL - 1,500

c. Distance from main airfield
97 MILES

d. Time enroute from main airfield
48 MINUTES

e. Controlling agency
JACKSONVILLE CNTR

f. Scheduling agency
COMDR USA AVN CNTR

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

... Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: DESOTO 2 MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 30NM X 25NM X 100FT-5,000FT

c. Distance from main airfield
80 MILES

d. Time en route from main airfield
40 MINUTES

e. Controlling agency
FAA, ARTCC, HOUSTON, TX.

f. Scheduling agency
UNKNOWN

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
UNKNOWN

Facilities (cont.)

... Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
TWO

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **DESOTO MOA**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 34nmi. x 8 nmi. x 500 - 10,000 AGL

c. Distance from main airfield
91 MILES

d. Time enroute from main airfield
45 MINUTES

e. Controlling agency
HOUSTON CNTR

f. Scheduling agency
GULFPORT PFTS

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
HOUSTON CENTER

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **ATCAA EAGLE GULF ONE**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE

b. Dimensions (nmi. x nmi. x ft)
864 SQUARE MILES

c. Distance from main airfield
60 MILES

d. Time enroute from main airfield
15 MINUTES

e. Controlling agency
FAA, ARTCC HOUSTON, TX

f. Scheduling agency
ANG TRNG, GULFPORT, MS

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
~~3500~~ 3475
- By your service
350
- By other services (including reserves and national guard)
3125

CNATRA N3
8-4-94

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
~~3500~~ 3475
- By your service
350
- By other services (including reserves and national guard)
3125

CNATRA N3
8-4-94

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
~~3500~~ 3475
- By Navy
350
- By other services (including reserves and national guard)
3125

CNATRA N3
8-4-94

p. Types of training permitted
~~UNKNOWN~~ Air Combat Maneuvering

CNATRA N3
7-18-94

Airspace Designator: **ATCAA EAGLE GULF TWO**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE

b. Dimensions (nmi. x nmi. x ft)
2,132 SQUARE MILES

c. Distance from main airfield
80 MILES

d. Time enroute from main airfield
20 MINUTES

e. Controlling agency
FAA, ARTCC HOUSTON, TX

f. Scheduling agency
ANG TRNG, GULFPORT, MS

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
~~3500~~ 3475
- By your service
350
- By other services (including reserves and national guard)
3125

CNATRA N3
8-4-94

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
~~3500~~ 3475
- By your service
350
- By other services (including reserves and national guard)
3125

CNATRA N3
8-4-94

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
~~3500~~ 3475
- By Navy
350
- By other services (including reserves and national guard)
3125

CNATRA N3
8-4-94

p. Types of training permitted
~~UNKNOWN~~ Air Combat Maneuvering

CNATRA N3
7-18-94

Facilities (cont.)

... Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: PINE HILL MOA EAST/WEST

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 42NM X 65NM X 10,000FT-FL180

c. Distance from main airfield
70 MILES

d. Time en route from main airfield
35 MINUTES

e. Controlling agency
FAA, ARTCC, ATLANTA, GA.

f. Scheduling agency
COMTRAWING ONE

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
UNKNOWN

Facilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

.. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2905B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 4NM X 6NM X SURF-10,000FT

c. Distance from main airfield
90 MILES

d. Time en route from main airfield
45 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
AIR DEFENSE WEAPONS CTR, TYNDALL AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
TYNDALL APPROACH CONTROL

Facilities (cont.)

.. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: R2908

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 14nmi. x 3nmi. x SURFACE TO 12,000

c. Distance from main airfield
45 MILES

d. Time enroute from main airfield
23 MINUTES

e. Controlling agency
FAA, PENSACOLA ~~RATCF~~ TRACON

2
CNATRA N3
7-18-94

f. Scheduling agency
COMDR, TRNG AIR WG SIX, PENSACOLA, FL

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
~~UNKNOWN~~ Pensacola TRACON

2
CNATRA N3
8-4-94

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
~~UNKNOWN~~ Pensacola TRACON

2
CNATRA N3
8-4-94

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
~~UNKNOWN~~ By Navy FY93 = 11

- By other services (including reserves and national guard)
~~UNKNOWN~~ Ø

92
CNATRA N3
7-18-94

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

- By your service
~~UNKNOWN~~ 8 = FY93

- By other services (including reserves and national guard)
~~UNKNOWN~~ Ø

2
CNATRA N3
7-18-94

o. Total number of hours used

- By Navy
~~UNKNOWN~~ 8 = FY93

- By other services (including reserves and national guard)
~~UNKNOWN~~ 0

p. Types of training permitted
~~UNKNOWN~~ Air Combat Maneuvering
Multiple Aircraft High Speed Formation Flight
Aerial Acrobatics

2
CNATRA N3
7-18-94

Facilities (cont.)

... Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2905A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 3NM X 5NM X SURF-10,000FT

c. Distance from main airfield
88 MILES

d. Time en route from main airfield
44 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
AIR DEFENSE WEAPONS CTR, TYNDALL AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
TYNDALL APPROACH CONTROL

Facilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **VR-1020**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ variable

c. Distance from main airfield
55 MILES

2
CNATRA N3
7-18-94

d. Time enroute from main airfield
14 MINUTES

e. Controlling agency
~~N/A~~ not applicable

f. Scheduling agency
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
NO

- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
448
- By your service
424
- By other services (including reserves and national guard)
24

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
224
- By your service
212
- By other services (including reserves and national guard)
24

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
224 ~~16~~
- By Navy
212
- By other services (including reserves and national guard)
12

2
CNATRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **VR-1021**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

c. Distance from main airfield
55 MILES

d. Time enroute from main airfield
14 MINUTES

e. Controlling agency
~~N/A~~ Not applicable

f. Scheduling agency
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
NO
- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
802
- By your service
780
- By other services (including reserves and national guard)
22

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
401
- By your service
390
- By other services (including reserves and national guard)
11

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
401 ~~16~~
- By Navy
390
- By other services (including reserves and national guard)
11

2
CNATRA N3
2-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **VR-1022**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

c. Distance from main airfield
75 MILES

d. Time enroute from main airfield
19 MINUTES

e. Controlling agency
~~N/A~~ Not Applicable

f. Scheduling agency
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
NO
- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
371
- By your service
357
- By other services (including reserves and national guard)
14

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
186
- By your service
179
- By other services (including reserves and national guard)
7

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
186 ~~16~~
- By Navy
179
- By other services (including reserves and national guard)
7

2
CNATRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND POINT TO POINT NAVIGATION

Airspace Designator: **VR-1023**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

c. Distance from main airfield
53 MILES

d. Time enroute from main airfield
13 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
NO
- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
392
- By your service
380
- By other services (including reserves and national guard)
12

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
196
- By your service
190
- By other services (including reserves and national guard)
6

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
196 ~~**16**~~
- By Navy
190
- By other services (including reserves and national guard)
6

CNATRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND POINT TO POINT NAVIGATION

Airspace Designator: **VR-1024**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ variable

c. Distance from main airfield
55 MILES

d. Time enroute from main airfield
13 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
NO
- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES
- if so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

2
CONTRAILS
7-18-94

l. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
446
- By your service
426
- By other services (including reserves and national guard)
20

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
223
- By your service
213
- By other services (including reserves and national guard)
10

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
223 ~~16~~
- By Navy
213
- By other services (including reserves and national guard)
10

2
CNATRA N3
7-18-95

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING
AND POINT TO POINT NAVIGATION
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING

Airspace Designator: **VR-179**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 100 AGL - 10,000

c. Distance from main airfield
66 MILES

2
CNATRA N3
7-18-94

d. Time enroute from main airfield
33 MINUTES

e. Controlling agency
~~N/A~~ not applicable

f. Scheduling agency
ANG CRTC GULFPORT, MS

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
NO

- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **VR-060**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 100 AGL - 10,000

c. Distance from main airfield
66 MILES

2
CNATRA N3
7-18-94

d. Time enroute from main airfield
33 MINUTES

e. Controlling agency
~~N/A~~ not applicable

f. Scheduling agency
FG (ANG), DANNELLY FIELD, MONTGOMERY, AL

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
NO

- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: VR-1082

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE MTR

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ VARIABLE CNATRA N3 9/8/94

c. Distance from main airfield
APPROXIMATELY 25 NM

d. Time enroute from main airfield
12 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
46 TW/DOAO EGLIN AFB, FL

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?

i. Is the airspace under communications coverage?
UNKNOWN

- If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace
~~NONE~~ 6 CNATRA N3 9-8-94

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Number of sorties/movements flown in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

m. Total number of available hours in FY 1990 through 1993
UNKNOWN.

n. Total number of scheduled hours in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

o. Total number of hours used
UNKNOWN
- By Navy

- By other services (including reserves and national guard)

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING
AND POINT TO POINT NAVIGATION

Airspace Designator: VR-1084

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE MTR

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ VARIABLE

c. Distance from main airfield
APPROXIMATELY 25 NM

d. Time enroute from main airfield
12 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
46 TW/DOAO EGLIN AFB, FL

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?

i. Is the airspace under communications coverage?
UNKNOWN

- If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace
~~NONE~~ 3

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Number of sorties/movements flown in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

o. Total number of hours used
UNKNOWN
- By Navy

- By other services (including reserves and national guard)

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING
AND POINT TO POINT NAVIGATION

Airspace Designator: **VR-1085**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE MTR

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ VARIABLE CNATRA N3 9/8/94

c. Distance from main airfield
APPROXIMATELY 25 NM

d. Time enroute from main airfield
12 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
46 TW/DOAO EGLIN AFB, FL

g. Are canned/stereo airways needed to access air space?
NO

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?

i. Is the airspace under communications coverage?
UNKNOWN

- If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace
~~NONE~~ 5

CNATRA N3 9-8-94

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Number of sorties/movements flown in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

o. Total number of hours used
UNKNOWN
- By Navy

- By other services (including reserves and national guard)

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING
AND POINT TO POINT NAVIGATION

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: W453

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 30NM X 45NM X SURF-FL500

c. Distance from main airfield
70 MILES

d. Time en route from main airfield
35 MINUTES

e. Controlling agency
FAA, ARTCC, HOUSTON, TX.

f. Scheduling agency
COMDR, ANG TRNG, GULFPORT, MS.

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
UNKNOWN

- If so who provides the coverage?
UNKNOWN

Facilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
UNKNOWN

- If so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: W155A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 63NM X 47NM X SURF-FL600

c. Distance from main airfield
50 MILES

d. Time en route from main airfield
25 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
FACSFAC PENSACOLA, FL.

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
FACSFAC PENSACOLA, FL.

Facilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACSFAC PENSACOLA, FL.

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **W155 B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 42nmi. x 67nmi. x SURFACE TO FL 600

c. Distance from main airfield
75 MILES

d. Time enroute from main airfield
37 MINUTES

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?
~~UNKNOWN~~ NO

2
CNATRA N3
7-18-94

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

CNATRA N3
8-4-94

l. Total number of sorties/movements flown in FY 1990 through 1993 6466 → 2
- By your service FY93: 3880
~~UNKNOWN~~
- By other services (including reserves and national guard)
~~UNKNOWN~~ FY93: ~~660~~ 2586

CNATRA N3
7-18-94

CNATRA N3
8-4-94

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993
FY93 1468
- By your service
~~UNKNOWN~~ FY93 808

CNATRA N3
7-18-94

- By other services (including reserves and national guard)
~~UNKNOWN~~ FY93 660

o. Total number of hours used
- By Navy FY93 1109
~~UNKNOWN~~ 609

- By other services (including reserves and national guard)
~~UNKNOWN~~ FY93 500

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND POINT TO POINT NAVIGATION

Air Combat Maneuvers

Bombing

Air to Air Gunnery

Surface to Air Gunnery

2
CNATRA N3
7-18-94

Facilities (cont.)

.. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: **W151A**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 70NM X 48NM X UNLTD

c. Distance from main airfield
40 MILES

d. Time en route from main airfield
20 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
FACSFAC PENSACOLA, FL.

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
FACSFAC PENSACOLA, FL.

Facilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACSFAC PENSACOLA, FL.

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

.. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: W151B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 66NM X 33NM X UNLTD

c. Distance from main airfield
75 MILES

d. Time en route from main airfield
40 MINUTES

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL.

f. Scheduling agency
FACSFAC PENSACOLA, FL.

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
FACSFAC PENSACOLA, FL.

Facilities (cont.)

.. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACSFAC PENSACOLA, FL.

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **W151 C**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
42nmi. x 42nmi. x UNLTD

c. Distance from main airfield
82 MILES

d. Time enroute from main airfield
41 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE FL

f. Scheduling agency
3246 TESTW/DOSO

g. Are canned/stereo airways needed to access air space?
~~**UNKNOWN**~~ NO

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
~~UNKNOWN~~ intermittent

2
CNATRA N3
7-18-94

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

1. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: CAMDEN RIDGE MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 40NM X 32NM X 500FT BUT NOT TO INCLUDE 10,000FT

c. Distance from main airfield
80 MILES

d. Time en route from main airfield
40 MINUTES

e. Controlling agency
FAA, ARTCC, ATLANTA, GA.

f. Scheduling agency
187 FG

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
UNKNOWN

- If so who provides the coverage?
UNKNOWN

Facilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
UNKNOWN

- If so who provides the coverage?
UNKNOWN

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **TYNDALL MOA A**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 12nmi. x 10nmi. x 500 AGL - 2,000; 9,000 - 17,000

c. Distance from main airfield
57 MILES

d. Time enroute from main airfield
28 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
TYNDALL APPROACH CONTROL

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **TYNDALL MOA B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 20nmi. x 13nmi. x 9,000 - 17,000

c. Distance from main airfield
64 MILES

d. Time enroute from main airfield
32 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
TYNDALL APPROACH CONTROL

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
TYNDALL APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **TYNDALL MOA C**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 29nmi. x 20nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL - 6,000; 9,000 TO BUT NOT INCLUDING FL 180 BY NOTAM)

c. Distance from main airfield
74 MILES

d. Time enroute from main airfield
37 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
TYNDALL APPROACH CONTROL

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
TYNDALL APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **TYNDALL MOA D**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 27nmi. x 9nmi. x 1,000 AGL TO 4,000 (300 AGL - 6,000 BY NOTAM)

c. Distance from main airfield
93 MILES

d. Time enroute from main airfield
47 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
TYNDALL APPROACH CONTROL

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **TYNDALL MOA E**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 37nmi. x 30nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)

c. Distance from main airfield
96 MILES

d. Time enroute from main airfield
48 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
TYNDALL APPROACH CONTROL

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
- By your service
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **TYNDALL MOA F**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 24nmi. x 14nmi. x 1,000 AGL - 4,000 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)

c. Distance from main airfield
98 MILES

d. Time enroute from main airfield
49 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
TYNDALL APPROACH CONTROL

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

NONE

l. Total number of sorties/movements flown in FY 1990 through 1993
- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

2. Air Space and Flight Training Areas (cont.)

11. List all the Ranges (Controlled/managed by installation) (IF NONE, SKIP TO A. 3.)

Range Name: NONE

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc.
c. What is the distance from the installation to the range(s) (primary target or centroid)?
d. What is the size of the range? (in acres)
   - What is the size of the range's(s') impact area(s) (in acres)?
   - What is the size of the restricted area in which the range lies (in square miles)?
   - What is the altitude ceiling of the range's(s') restricted area(s)?
e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?
f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)?
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List
h. What is the published availability of the range(s)?
   - How many hours (average per year for 1990 through 1993) was the range(s) scheduled?
   - How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)?
   - Utilization (average used/average scheduled x 100 = %)
   - Give reasons for non-use.
i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail.
   - What are the associated FSWD/ASWS restrictions?
j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)?
   - What are the associated special weapons restrictions?
k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.
   - What are the associated electronic warfare restrictions?
l. Are there any noise sensitive area (NSAs) associated with the range(s)? List.
   - Do any of the NSAs affect or threaten the quality of training? (Explain)
m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe.
   - Do any of these encroachments affect or threaten the quality of training? (Explain)
n. Describe problems (if any) with hazardous material/waste/ordnance disposal?
o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?
   - Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain.
p. Is it possible to increase utilization of the range(s) (expand hours, volume)?
q. Are there any planned range real property expansions? Describe.
   - What is community reaction to your proposal?

Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

12. List all the other air-to-ground training ranges not controlled or managed by your installation within 100 nmi. For each range, provide the following data:

Range Name: R2103

a. Location (city/county and state and latitude and longitude)
FORT RUCKER, AL.

b. Distance from main airfield
75 MILES

c. Time en route from main airfield
45 MINUTES

d. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

e. Scheduling agency
COMDR, US ARMY AVN CNTR FORT RUCKER, AL.

f. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

g. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
CAIRNS APPROACH CONTROL

h. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
CAIRNS APPROACH CONTROL

Facilities (cont.)

Air Space and Flight Training Areas (cont)

i. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

j. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

k. Total number of sorties flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

l. Total number of available hours in FY 1990 through 1993
CONTINUOUS

m. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

n. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Types of training permitted
UNKNOWN

Facilities (cont.)

G. Air Space and Flight Training Areas (cont)

Range Name: R2917

a. Location (city/county and state and latitude and longitude)
DE FUNIAK SPRINGS, FL.

b. Distance from main airfield
43 MILES

c. Time en route from main airfield
23 MINUTES

d. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

e. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB, FL.

f. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
  UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
  UNKNOWN

g. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
  EGLIN APPROACH CONTROL

h. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
  EGLIN APPROACH CONTROL

i. Number of low level airways (below 18,000 ft) that bisect airspace
NONE

Facilities (cont.)

Air Space and Flight Training Areas (cont)

j. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE

k. Total number of sorties flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

l. Total number of available hours in FY 1990 through 1993
CONTINUOUS

m. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

n. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Types of training permitted
UNKNOWN

Facilities (cont.)

Air Space and Flight Training Areas (cont)

13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield.

THE AIRSPACE IN THIS REGION IS LESS COMPLEX THAN IN MOST OTHER REGIONS IN THE UNITED STATES. AIRWAY AND JET ROUTE TRAFFIC DENSITY IN THE VICINITY OF NAVAL AREAS OF INTEREST IS RELATIVELY LOW.

THE PENSACOLA COMPLEX SCHEDULES AND UTILIZES ALERT AREA 292, THE PENSACOLA NORTH AND SOUTH MOA'S, W-155, R-2908 AND 18 IR/VR ROUTES. ALL AREAS ARE USED FOR BASIC AND UNDERGRADUATE PILOT TRAINING EXCEPT R-2908. THIS RESTRICTED AREA IS ALMOST EXCLUSIVELY USED BY THE NAVY BLUE ANGELS AND IS CONTROLLED ON A REAL TIME BASIS BY PENSACOLA TRACON.

THE PRIMARY AIRSPACE USED BY NASWF FOR FLIGHT TRAINING IN THE NORTHWEST FLORIDA/SOUTH ALABAMA AREA IS ALERT AREA 292, THE PENSACOLA NORTH MOA, AND THE AIRSPACE AROUND CRESTVIEW FLORIDA. THE ALERT AREA IS BISECTED BY V198/241 AIRWAY GOING EAST/WEST. THE SOUTHERN BORDER IS WARNING AREA 155A. IT IS BOUNDED ON THE WEST BY V454/552, ON THE NORTH BY V70/454, AND ON THE EAST BY V115 PLUS RESTRICTED AREA 2915. WITHIN THIS AREA RE THREE CLASS "C" AIRSPACES, (NAS WHITING FIELD, NAS PENSACOLA, PENSACOLA REGIONAL) WITH PENSACOLA APPROACH CONTROL BEING THE MAIN AIR TRAFFIC CONTROL FACILITY FOR THE MAJORITY OF THE AREA. THE AREA IS GOVERNED BY JACKSONVILLE CENTER.

SEE ATTACHMENT 3 FOR COPY OF NEW ORLEANS SECTIONAL.

14. Are installation operations currently affected by the major air traffic structures (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

NO

Facilities (cont.)

C. Air Space and Flight Training Areas (cont)

15. Are there planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region? If so, will these changes affect installation operations. Describe the effect.
NO

16. Does the current system of air traffic control (ATC) routes limit aircraft flights between the installation and all associated training areas? If so, describe these limitations.
NO

17. Does the installation experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.
NO

18. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations?
NO

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why.
UNKNOWN, THERE ARE NO REQUIREMENTS WITH ASSIGNED AIRCRAFT.

20. Is there airspace within 50 NM which permits advanced fighter training?
YES

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.
YES

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.
NO

Facilities (cont.)

Q. Air Space and Flight Training Areas (cont)

23. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

Syllabus of Training *	Terrain Feature or Overwater Requirement	
	Helo	Primary
FAMILIARIZATION	LR	LR
BASIC INSTRUMENT	LP	LP
RADIO INSTRUMENT	LP	LP
FORMATION	LP	LP
TACTICAL FORMATION	LR	LP
AIRWAY NAVIGATION	LR	LR
VISUAL NAVIGATION	LR	LR
OVERWATER NAVIGATION	WR	N/A
OUT-OF-CONTROL FLIGHT	N/A	LR
CARRIER QUALIFICATIONS	N/A	N/A
AIR COMBAT MANEUVERS	N/A	N/A
OPERATIONAL NAVIGATION	LR	N/A
WEAPONS	N/A	N/A
GUNNERY	N/A	N/A
PRECISION AEROBATICS	N/A	LP
HELO TACTICS	LR	N/A
HELO SHIP QUALIFICATIONS	WR	N/A

Key: LR (Overland Required) WR (Overwater Required) NP (No Preference)
LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)
* Use appropriate Navy, Air Force, or Army syllabus of training list

Facilities (cont.)

G. Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

Airfield Name: NORTH WHITING AIRPORT

a. Location (city/county and state and latitude and longitude)
MILTON, FL., 30 43.4N 87 01.3W

b. Distance from main field:
ZERO

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES (INDEPENDENT OF SOUTH FIELD)

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO, PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO, HOWEVER CURRENT TAXIWAY SYSTEM ALLOWS EXPEDITIOUS MOVEMENT OF AIRCRAFT

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO LIGHTED 6,000FT INTERSECTING RUNWAYS THAT ARE 200 FT WIDE. APPROACH LIGHTS ON ONE RUNWAY. PAPI LIGHTS ON ALL RUNWAYS. TACAN AND ASR APPROACHES TO AIRPORT. ALL CLASS "A" CLEAR ZONES ARE NAVY OWNED.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

i. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 05/23 = 51.67%
RWY 14/32 = 48.33%

k. Is the airfield equipped to support IFR flight operations?
YES

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", RUNWAYS WOULD SUPPORT ALL OPERATIONS.

Facilities (cont.)

Airfields

Airfield Name: SOUTH WHITING AIRPORT

a. Location (city/county and state and latitude and longitude)
MILTON, FL., 30 41.8N 87 01.0W

b. Distance from main field:
ZERO

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES (INDEPENDENT OF NORTH FIELD)

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO, PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO LIGHTED 6,000FT INTERSECTING RUNWAYS THAT ARE 200 FT WIDE. APPROACH LIGHTS ON ONE RUNWAY. PAPI LIGHTS ON ALL RUNWAYS. TACAN AND ASR APPROACHES TO AIRPORT. ALL CLASS "A" CLEAR ZONES ARE NAVY OWNED.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 05/23 = 43.56%
RWY 14/32 = 56.44%

k. Is the airfield equipped to support IFR flight operations?
YES, BOTH FIXED WING AND ROTARY

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
RUNWAY COMPLEX WOULD SUPPORT ANY OF THESE OPERATIONS. PRIMARILY USED FOR ROTARY AIRCRAFT WHICH ALLOWS FLEXIBILITY IN DEPARTING AND ARRIVING AT VARIOUS LOCATIONS ON THE AIRPORT PROPERTY. CURRENTLY SUPPORTS FIXED WING PRIMARY AND INTERMEDIATE FLIGHT TRAINING. CAN SUPPORT JPATS.

Facilities (cont.)

Airfields

Airfield Name: NOLF BARIN

a. Location (city/county and state and latitude and longitude)
FOLEY, AL. 30 23N 87 38W

b. Distance from main field:
44 MILES SW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO, PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO LIGHTED 4,000FT RUNWAYS DESIGNED TO ACCOMMODATE DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. EXPANDABLE FOR JPATS IF SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000FT OF RUNWAY.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

J. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 15/33 = 50.97%
RWY 09/27 = 49.03%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.".

Facilities (cont.)

B. Airfields

Airfield Name: NOLF BREWTON (BREWTON MUNI)

a. Location (city/county and state and latitude and longitude)
BREWTON, AL. 31 03'N 87 09'W

b. Distance from main field:
23.5 MILES N OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO

e. Does the airfield have full-length parallel taxiways?
NO. INTERSECTING RUNWAYS ACT AS TAXIWAYS.

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO RUNWAYS (4,067 AND 5,138 FEET) CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000 FEET OF RUNWAY. LEASE REQUIRES RUNWAY DUTY OFFICER FOR ALL OPERATIONS.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 12/30 = 68.81%
RWY 06/24 = 31.19%

k. Is the airfield equipped to support IFR flight operations?
YES, HOWEVER NAVY DOES NOT USE FOR IFR OPERATIONS

l. Is the airfield owned by your service or leased?
LEASED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", CITY PURSUING ACQUISITION OF CONTROL TOWER WITH FAA AND INSTALLING A VORTAC.

Facilities (cont.)

B. Airfields

Airfield Name: NOLF EVERGREEN (MIDDLETON AIRPORT)

a. Location (city/county and state and latitude and longitude)
EVERGREEN, AL. 31 25'N 87 03'W

b. Distance from main field:
49 MILES OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
YES

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO 4,000 FOOT RUNWAYS CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000 FEET OF RUNWAY. LEASE REQUIRES RUNWAY DUTY OFFICER FOR ALL OPERATIONS. AUTOMATIC WEATHER STATION ON AIRFIELD.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 09/27 = 56.31%
RWY 18/36 = 43.69%

k. Is the airfield equipped to support IFR flight operations?
YES, HOWEVER NAVY DOES NOT USE IN IFR CONDITIONS

l. Is the airfield owned by your service or leased?
LEASED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", CITY PURSUING ACQUISITION OF CONTROL TOWER WITH FAA. CONTAINS AUTOMATIC WEATHER STATION ON AIRPORT.

Facilities (cont.)

B. Airfields

Airfield Name: NOLF HAROLD

a. Location (city/county and state and latitude and longitude)
HAROLD, FL., 30 41.4N 86 53W

b. Distance from main field:
8.5 MILES E OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)

d. Does the airfield have parallel or dual offset runways?
NO, GRASS FIELD WITH DUAL PATTERNS.

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO IFR OPERATIONS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, SOD FIELD FOR DAYLIGHT HELICOPTER OPERATIONS ONLY. UTILIZED AS A HELICOPTER TACTICAL FIELD. COURSES 09, 18. 27, AND 36.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 18/36 = 64.26%
COURSES 09/27 = 35.74%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", DESIGNED FOR ROTARY TACTICS AND EXTERNAL LOAD OPERATIONS AS WELL AS CONFINED AREA LANDINGS.

Facilities (cont.)

B. Airfields

Airfield Name: NOLF HOLLEY

a. Location (city/county and state and latitude and longitude)
HOLLEY-NAVARRE, FL. 30 26'N 86 54'W

b. Distance from main field:
21 MILES SSE OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO. INTERSECTING RUNWAYS ACT AS TAXIWAYS.

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO RUNWAYS (3,600 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. CLOSED RUNWAY USED AS A TAXIWAY. NOT EXPANDABLE FOR JET AIRCRAFT.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 17/35 = 54.87%
RWY 09/27 = 45.13%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G."

Facilities (cont.)

B. Airfields

Airfield Name: NOLF PACE

a. Location (city/county and state and latitude and longitude)
WALLACE, FL. 30 42N 87 12W

b. Distance from main field:
11 MILES W OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)

d. Does the airfield have parallel or dual offset runways?
NO, GRASS FIELD WITH DUAL PATTERNS

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO IFR FLIGHT OPERATIONS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS. COURSES OF 09, 27, 18, AND 36.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 18/36 = 58.86%
COURSES 09/27 = 46.14%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G."

Facilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 18/36 = 58.86%
COURSES 09/27 = 46.14%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G."

Facilities (cont.)

. Airfields

Airfield Name: NOLF SANTA ROSA

a. Location (city/county and state and latitude and longitude)
MILTON, FL., 30 36N 86 56W

b. Distance from main field:
8.5 MILES SSE OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO DUAL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, AIRFIELD WITH FOUR RUNWAYS (4,500 FEET BY 150 FEET) CAPABLE OF AND USED FOR DAY/NIGHT HELICOPTER OPERATIONS. RUNWAY AND GRASS (SOD) AREAS USED FOR LANDINGS. SECTION OF ONE RUNWAY LIGHTED FOR NIGHT OPERATIONS. INSTRUMENT RECOVERY AIRFIELD FOR HELICOPTERS USING THE SANTA ROSA TACAN AND THE CRESTVIEW VORTAC. COURSES OF 09, 18, 27, AND 36. FIELD IS JPATS CAPABLE.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 18/36 = 64.88%
COURSES 09/27 = 35.12%

k. Is the airfield equipped to support IFR flight operations?
YES

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", SANTA ROSA COULD ALSO SUPPORT PROP TRAINING.

Facilities (cont.)

3. Airfields

Airfield Name: NOLF SAUFLEY

a. Location (city/county and state and latitude and longitude)
PENSACOLA, FL. 30 28'N 87 20'W

b. Distance from main field:
26 MILES SSW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO RUNWAYS (4,000 FEET) CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000 FEET OF RUNWAY.

CWATRINS

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 05/23 = 57.75%
RWY 14/32 = 42.25%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", WOULD SUPPORT ROTARY OR PROP AIRCRAFT.

Facilities (cont.)

Airfields

Airfield Name: NOLF SILVERHILL

a. Location (city/county and state and latitude and longitude)
ROBERTSDALE, AL. 30 43'N 87 49'W

b. Distance from main field:
47 MILES WSW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO. INTERSECTING RUNWAYS SERVE AS TAXIWAYS.

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, THREE RUNWAYS (TWO AT 2,915 FEET, AND ONE AT 3,000 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. EXPANDABLE FOR JPATS.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 09/27 = 75.41%
RWY 16/34 = 24.59%
RWY 05/23 = CLOSED FOR REPAIRS

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G."

Facilities (cont.)

[redacted]. Airfields

Airfield Name: NOLF SITE 8

a. Location (city/county and state and latitude and longitude)
PENSACOLA, FL. 30.32'N 87 22'W

b. Distance from main field:
25.5 MILES SW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT).

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO DUAL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS ONLY. UTILIZED AS A HELICOPTER TACTICAL AIRFIELD. HELICOPTER REFUELING FACILITY ON SITE. COURSES OF 09, 18, 27, AND 36.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

i. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 09/27 = 54.46%
COURSES 18/36 = 45.54%

k. Is the airfield equipped to support IFR flight operations?
NO. DOES SUPPORT PRACTICE INSTRUMENT APPROACHES AND DEPARTURES IN VFR ONLY CONDITIONS.

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
DESIGNED TO SUPPORT ROTARY OPERATIONS, EXTERNAL LOAD OPERATIONS AND CONFINED AREA LANDINGS. HAS CLOSED CIRCUIT REFUELING.

Facilities (cont.)

. Airfields

Airfield Name: NOLF SPENCER

a. Location (city/county and state and latitude and longitude)
PACE FL., 30 37'N 87 08'W

b. Distance from main field:
9.5 MILES SW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT).

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO DUAL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS ONLY. RUNWAY SURFACES USED AS LANDING PADS AND NOT AS RUNWAYS. HELICOPTER REFUELING FACILITY ON SITE. COURSES 09, 18. 27. AND 36.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 18/36 = 58.56%
COURSES 14/32 = 41.44%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", ROTARY OPERATIONS ONLY.

Facilities (cont.)

. Airfields

Airfield Name: NOLF SUMMERDALE

a. Location (city/county and state and latitude and longitude)
SUMMERDALE, AL., 30 31'N 87 39'W

b. Distance from main field:
41 MILES SW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
N/A

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO, INTERSECTING RUNWAYS SERVE AS TAXIWAYS

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, THREE RUNWAYS (2,850 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP (T-34C) OPERATIONS. EXPANDABLE FOR JPATS.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 10/28 = 38.67%
RWY 04/22 = 38.60%
RWY 16/34 = 22.73%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G."

Facilities (cont.)

2. Airfields

Airfield Name: NOLF WOLF

a. Location (city/county and state and latitude and longitude)
FOLEY, AL., 30 21'N 87 33'W

b. Distance from main field:
41 MILES SSW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO, INTERSECTING RUNWAYS SERVES AS TAXIWAYS

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, THREE RUNWAYS (3,000 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP (T-34C) OPERATIONS. NOT EXPANDABLE FOR JPATS.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 09/27 = 57.70%
RWY 04/22 = 28.97%
RWY 18/36 = 14.33%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", COULD BE CAPABLE OF HELICOPTER OPERATIONS.

Facilities (cont.)

. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NORTH AND SOUTH WHITING FIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	1,025,278	534,445	0	490,833
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	198,787	155,034	0	43,753
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	241,667	226,667	15,000	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	240,888	240,888	0	0

Facilities (cont.)

3. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	31,528	31,528	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	65,901	65,901	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	87,361	87,361	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	376,048	376,048	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	249,181	249,181	0	0

Facilities (cont.)

3. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: FAMILY HOUSING

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	0	0	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	N(1)	0	0	0

NOTE 1: OWNED AND OPERATED BY LOCAL UTILITY

Facilities (cont.)

. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	21,410	21,410	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	35,920	35,920	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	35,900	35,900	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	26,539	26,539	0	0

Facilities (cont.)

Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: MARINA

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	0	0	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

Facilities (cont.)

. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	3438	0	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	820	0	0	0

Facilities (cont.)

. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SUMMERDALE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	142,500	142,500	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	100	100	0	0

Facilities (cont.)

2. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	5,555	5,555	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	90	90	0	0

Facilities (cont.)

. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SILVERHILL

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	147,166 7	0	147,166 7 N(1)	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	7,778	7,778	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

NOTE: 1 RUNWAYS CURRENTLY UNDER CONSTRUCTION & WILL BECOME ADEQUATE

Facilities (cont.)

[illegible]. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	2,888	2,888	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	90	90	0	0

Facilities (cont.)

. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF EVERGREEN

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	133,332	133,332	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	44,444	44,444	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	6,667	6,667	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	N(1)	0	0	0

Facilities (cont.)

. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	N(1)	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	N(1)	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	N(1)	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	N(1)	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	2,222	2,222	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	90	90	0	0

NOTE: CIVILIAN AIRFIELD LEASED BY NAVY FOR OPERATIONS

Facilities (cont.)

Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF WOLF

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	150,000	150,000	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	11,666	11,666	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

Facilities (cont.)

Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	867	867	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	45	45	0	0

Facilities (cont.)

. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF HOLLEY

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	120,000	120,000	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	14,000	0	14,000	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

Facilities (cont.)

. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	4,444	4,444	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	90	90	0	0

Facilities (cont.)

[illegible]. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SAUFLEY

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	952,018	133,334	594,065	224,619
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	4,667	0	4,667	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	177,994	0	177,994	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	N(1)	0	0	0

Facilities (cont.)

. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	N(1)	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	N(1)	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	N(1)	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	N(1)	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	N(1)	0	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	N(1)	0	0	0

NOTE: 1 ALL THESE C.C.N. CARRIED BY SAUFLEY / WHITING IS A TENANT

Facilities (cont.)

.. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SANTA ROSA

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	300,000	150,000	150,000	0
112*	Airfield Pavements-Taxiways (Do not include shoulders)	SY	98,389	0	98,389	0
113**	Airfield Pavements-Aprons (Do not include shoulders)	SY	3,307	0	3,307	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	3,300	3,300	0	0

* SCALED FROM DRAWING #5242415
** P-164

Facilities (cont.)

. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851*	Roads (Do not include 851-142 and 851-143)	SY	8,213	8,213	0	0
852**	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	488	488	0	0

* SCALED FROM DRAWING #5242415
** P-164

Facilities (cont.)

. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SITE EIGHT

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	0	0	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

Facilities (cont.)

Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	3,556	3,556	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	180	180	0	0

Facilities (cont.)

. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF PACE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	0	0	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

Facilities (cont.)

. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	10,667	10,667	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	90	90	0	0

Facilities (cont.)

. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF HAROLD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	0	0	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

Facilities (cont.)

. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	667	667	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	90	90	0	0

Facilities (cont.)

Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SPENCER

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	252,098	4,444	247,654	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	6,665	6,665	0	0

Facilities (cont.)

b. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851*	Roads (Do not include 851-142 and 851-143)	SY	1,328	1,328	0	0
852**	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	375	375	0	0

* P-164
** SCALED FROM DRAWING #5242418

Facilities (cont.)

. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF BARIN

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	133,333	133,333	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	19,444	19,444	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	20,972	20,972	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	140	140	0	0

Facilities (cont.)

. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842*	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	400	400	0	0
843*	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	384	384	0	0
851*	Roads (Do not include 851-142 and 851-143)	SY	64,488	64,488	0	0
852*	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	6,333	6,333	0	0

* P-164

Facilities (cont.)

B. Airfields (cont.)

3. List the major facility assets (using your service specific list by 5 digit category code number (CCN)) under installation control (e.g., runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

NAS WHITING FIELD (NORTH)

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
111-10	RUNWAYS FIXED WING	SY	266,667	0	219,217 (N4)
113-20	PARKING APRONS	SY	307,066	0	0
113-40	ACCESS APRONS N(1)	SY	0	15,000	0
121-20	TRUCK REFUELING	GM	N(2)	0	0
121-30	DEFUELER N(3)	UNITS	1	0	0
124-30	FUEL STORAGE	GA	402,040	0	0
421-XX	AMMUNITION STORAGE	LBS	1,000	0	0
610-10	ADMIN OFFICES	SY	6,384	0	0
610-20	AUTOMATIC DATA PROCESSING	SY	67	138	0
211-20	AIRCRAFT MAINTENANCE	SY	14,084	0	0
441-XX	GENERAL SUPPLY STG. COVERED	SY	3,285	0	0
451-XX	GENERAL SUPPLY STG. OPEN	SY	895	0	0

R

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.
NOTE 2: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO CAN REFUEL OR DEFUEL
NOTE 3: CONTRACTOR OWNED
NOTE 4: SEE QUESTION 4

Facilities

B. Airfields (cont)

NAS WHITING FIELD (SOUTH)

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	266,667	0	258,345 (N2)
111-20	LANDING PADS	SY	1,111	0	0
113-20	PARKING APRONS	SY	226,667	0	0
113-40	ACCESS APRONS N(1)	SY	22	95,534	0
610-10	ADMINISTRATIVE OFFICES N(2)	SY	5,236	0	35 (N2)
211-20	AIRCRAFT MAINTENANCE	SY	11,133	0	0

R

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.
NOTE 2: SEE QUESTION 4

NOLF BARIN

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	133,332	0	0
113-20	PARKING APRONS	SY	8,000	150,057	0
141-20	CRASH FACILITY	SY	114	0	0
610-10	ADMIN OFFICE	SY	922	0	0

Facilities

B. Airfields (cont)

NOLF BREWTON

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	153,416	0	0

NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.

NOLF EVERGREEN

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	133,332	0	0

NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.

NOLF HOLLEY

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	120,000	0	0
141-20	Crash Facility	SY	114	0	0

R

Facilities

.. Airfields (cont)

NOLF BREWTON

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	153,416	0	0

NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.

NOLF EVERGREEN

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	133,332	0	0

NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.

NOLF HOLLEY

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	120,000	0	0

Facilities

B. Airfields (cont)

NOLF SAUFLEY

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	133,334	594,065	224,619 (N1)
113-20	PARKING APRONS	SY	0	177,994	0

NOTE 1: SEE QUESTION 4

NOLF SILVERHILL

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING N(1)	SY	147,167	0	0
141-20	Crash Facility	SY	138	0	0

R

NOTE 1: RUNWAYS CURRENTLY UNDER CONSTRUCTION TO BRING THEM UP TO ADEQUATE.

NOLF SUMMERDALE

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	Runways Fixed Wing	SY	142,500	0	0
141-20	Crash Facility	SY	114	0	0

R

NOLF WOLF

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	150,000	0	0
141-20	CRASH FACILITY	SY	27	0	0

R

Facilities

. Airfields (cont)

NOLF SAUFLEY

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	133,334	594,065	224,619 (N1)
113-20	PARKING APRONS	SY	0	177,994	0

NOTE 1: SEE QUESTION 4

NOLF SILVERHILL

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING N(1)	SY	147,167	0	0

NOTE 1: RUNWAYS CURRENTLY UNDER CONSTRUCTION TO BRING THEM UP TO ADEQUATE.

NOLF SUMMERDALE

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	142,500	0	0

NOLF WOLF

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	150,000	0	0

Facilities

B. Airfields (cont)

NOLF HAROLD

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
141-20	Crash Facility	SY	31	0	0

R

NOTE: GRASS FIELD 573 ACRES.

NOLF PACE

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
141-20	Crash Facility	SY	31	0	0

R

Note: GRASS FIELD 207 ACRES.

NOLF SITE 8

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
121-20	TRUCK FUELING	GM	NOTE 1	0	0
124-30	FUEL STORAGE	GA	20,000	0	0
141-20	Crash Facility	SY	31	0	0

R

NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.
NOTE: GRASS FIELD 640 ACRES.

Facilities

B. Airfields (cont)

NOLF HAROLD

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
NONE					

NOTE: GRASS FIELD 573 ACRES.

NOLF PACE

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
NONE					

Note: GRASS FIELD 207 ACRES.

NOLF SITE 8

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
121-20	TRUCK FUELING	GM	NOTE 1	0	0
124-30	FUEL STORAGE	GA	20,000	0	0

NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.
NOTE: GRASS FIELD 640 ACRES.

Facilities

B. Airfields (cont)

NOLF SANTA ROSA

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	150,000	150,000	0
111-20	LANDING PADS	SY	5,833	0	0
113-20	PARKING APRONS	SY	3,307	0	0
141-20	Crash Facility	SY	114	0	0

R

NOTE: RUNWAYS USED AS LANDING PADS. GRASS FIELD 738 ACRES.

NOLF SPENCER

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	0	0	0
111-15	RUNWAYS ROTOR WING (ALL NOTES)	SY	0	247,654	0
111-20	LANDING PADS N(2)	SY	4,444	0	0
121-20	TRUCK FUELING N(2)	GM	N(1)	0	0
141-20	Crash Facility	SY	111	0	0

R

NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.
NOTE 2: PRIMARILY A GRASS FIELD 640 ACRES.

RUNWAYS ARE USED AS LANDING PADS.

Facilities

. Airfields (cont)

NOLF SANTA ROSA

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	150,000	150,000	0
111-20	LANDING PADS	SY	5,833	0	0
113-20	PARKING APRONS	SY	3,307	0	0

NOTE: RUNWAYS USED AS LANDING PADS. GRASS FIELD 738 ACRES.

NOLF SPENCER

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	0	0	0
111-15	RUNWAYS ROTOR WING (ALL NOTES)	SY	0	247,654	0
111-20	LANDING PADS N(2)	SY	4,444	0	0
121-20	TRUCK FUELING N(2)	GM	N(1)	0	0

NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM. RUNWAYS ARE USED AS LANDING PADS.
NOTE 2: PRIMARILY A GRASS FIELD 640 ACRES.

Facilities

Airfields (cont)

4. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

NAS WHITING FIELD (NORTH)

a. Facility Type/Code:
RUNWAYS FIXED WING (110-10)

b. What makes it inadequate?
TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE.

c. What use is being made of the facility?
ABANDONED

d. What is the cost to upgrade the facility to substandard?
DATA NOT MAINTAINED BECAUSE UPGRADE IS NOT REQUIRED. IF OLD RUNWAY SURFACE OUTSIDE PRIMARY ZONES IS TO BE UPGRADED FOR PARKING OR TAXI RESURFACING/SEALING WOULD BE REQUIRED.

e. What other use could be made of the facility and at what cost?
NONE

f. Current improvement plans and programmed funding:
NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS. EXISTING RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS, TOTALLING 131KSY. (REMAINING 134KSY MADE UP OF ABANDONED RUNWAYS)

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?
NO.

Facilities

Airfields (cont)

NAS WHITING FIELD (SOUTH)

a. Facility Type/Code:
RUNWAY FIXED WING (110-10)

b. What makes it inadequate?
TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE.

c. What use is being made of the facility?
ABANDONED

d. What is the cost to upgrade the facility to substandard?
DATA NOT MAINTAINED BECAUSE UPGRADE NOT REQUIRED. IF OLD RUNWAY SURFACE OUTSIDE PRIMARY SURFACES IS TO BE UPGRADED FOR PARKING OR TAXI, RESURFACING/SEALING WOULD BE REQUIRED.

e. What other use could be made of the facility and at what cost?
NONE

f. Current improvement plans and programmed funding:
NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS. EXISTING ADEQUATE ARE 200 FEET WIDE-REDUCED FROM 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS, TOTALLING 131KSY (SAME AS NORTH FIELD).

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?
NO.

Facilities

Airfields (cont)

NAS WHITING FIELD (SOUTH)

a. Facility Type/Code:
ADMINISTRATIVE OFFICE (610-10)

b. What makes it inadequate?
INADEQUATE ACCESS AND ENVIRONMENTAL CONTROL

c. What use is being made of the facility?
VACANT

d. What is the cost to upgrade the facility to substandard?
UNKNOWN

e. What other use could be made of the facility and at what cost?
UNKNOWN

f. Current improvement plans and programmed funding:
NONE. THIS 35 SQUARE YARDS IS THE 6TH FLOOR OF A NON-ELEVATOR BUILDING.

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?
NO.

NOLF SAUFLEY

a. Facility Type/Code:
RUNWAYS FIXED WING (110-10)

b. What makes it inadequate?
TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE.

c. What use is being made of the facility?
ABANDONED

d. What is the cost to upgrade the facility to substandard?
MAINTAINED BECAUSE UPGRADE NOT REQUIRED. IF OLD RUNWAY DATA NOT SURFACE OUTSIDE PRIMARY ZONES IS TO BY UPGRADED FOR PARKING OF TAXI, RESURFACING/SEALING WOULD BE REQUIRED.

e. What other use could be made of the facility and at what cost?
NONE, USED FOR DRIVER TRAINING

f. Current improvement plans and programmed funding:
NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS. EXISTING ADEQUATE RUNWAYS ARE 150 FEET WIDE-REDUCED FROM 300 FOOT WIDTH. THERE IS, THEREFORE, A 75 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS, TOTALLING 130,000 SY.

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?
NO.

Facilities (cont.)

C. Ground Training Facilities

1. List ground training facilities at the installation that support pilot and/or NFO/Navigator training (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substan-dard/Semi-Permanent	Inade-quate/Tem porary
171-10	ACADEMIC CLASSROOMS	SY	3793	0	0
171-20	BRIEFING/DEBRIEFING	SY	8950	0	0
171-35	SIMULATOR BUILDINGS	SY	5157	0	0
171-35	2C42/(UTD)(T-34C)	EA *	4	0	0
171-35	2B37 (IFT/OFT)(T-34C)	EA *	14	0	0
171-35	2C67 (UTD)(H-57B/C)	EA *	3	0	0
171-35	2B42(IFT/OFT)(H-57B/C)	EA *	6	0	0
724-30	SIKES HALL	SY	1000	0	0
740-43	GYMNASIUM	SY	0	0	1614
740-50	THEATER	SY	1110	0	0
740-60	O' CLUB BALLROOM	SY	322	0	0

* SQUARE YARDS INCLUDED IN 171-35 (SIMULATOR BUILDINGS) LISTED ABOVE

2. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code: 740-43/GYMNASIUM
b. What makes it inadequate/temporary? NO FIRE SPRINKLER SYSTEM
c. What use is being made of the facility? GYMNASIUM
d. What is the cost to upgrade the facility to substandard/semi-permanent? $108K
e. What other use could be made of the facility and at what cost? N/A
f. Current improvement plans and programmed funding: PROGRAMMED TO UPGRADE TO ADEQUATE IN FY 95 AT A COST OF $536K
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? NO

Facilities

. Aircraft Maintenance Facilities

1. Complete the following table for each type of aircraft which can be maintained at your air stations. Place an "x" in the applicable columns for each type of aircraft.

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
TH-57B	**X**	**X**	**X**		**X**
TH-57C	**X**	**X**	**X**		**X**
T-34C	**X**	**X**	**X**		**X**

Facilities (cont.)

. Special Military Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

Type of Facility	Operational Mission of Facility
PENSACOLA APPROACH	PROVIDES AIR TRAFFIC CONTROL (ATC) SERVICES IN AND OUT OF NASWF AND FOR PRACTICE APPROACHES AT PENSACOLA REGIONAL
MOBILE APPROACH	PROVIDES ATC SERVICES FOR APPROACHES AT MOBILE AIRPORTS
EGLIN APPROACH	PROVIDES ATC SERVICES FOR APPROACHES AT EGLIN/CRESTVIEW
GATESWOOD TACAN	PRACTICE NAVIGATION FACILITY
BROOKLYN TACAN	PRACTICE NAVIGATION FACILITY
SANTA ROSA TACAN	PRACTICE NAVIGATION FACILITY AND INSTRUMENT RECOVERY FACILITY
WALNUT HILL NDB	PRACTICE NAVIGATION FACILITY
CRESTVIEW NDB	PRACTICE NAVIGATION FACILITY
WHITING TACAN	INSTRUMENT NAVIGATION FACILITY
MONROEVILLE VORTAC	PRACTICE NAVIGATION FACILITY
CRESTVIEW VORTAC	PRACTICE NAVIGATION FACILITY
BROOKLEY VORTAC	PRACTICE NAVIGATION FACILITY
NASWF ASR/PAR	PRACTICE AND INSTRUMENT RECOVERY FACILITY
MOBILE REGIONAL ILS	PRACTICE NAVIGATION FACILITY
PENSACOLA ILS	PRACTICE NAVIGATION FACILITY
CRESTVIEW ILS	PRACTICE NAVIGATION FACILITY
CRESTVIEW FSS	PROVIDE IN-FLIGHT WEATHER AND FLIGHT PLAN FILING
MOBILE FSS	PROVIDE IN-FLIGHT WEATHER AND FLIGHT PLAN FILING
PENSACOLA FSS	PROVIDE IN-FLIGHT WEATHER AND FLIGHT PLAN FILING
ANNISTON FSS	PROVIDE IN-FLIGHT WEATHER AND FLIGHT PLAN FILING
SAUFLEY VOR	PRACTICE NAVIGATIONAL FACILITY
NASWF WEATHER	PRACTICE NAVIGATIONAL FACILITY
ANDALUSIA VOR	PRACTICE NAVIGATIONAL FACILITY
ANDALUSIA PAR	PRACTICE NAVIGATIONAL FACILITY
DUKE ILS	PRACTICE NAVIGATIONAL FACILITY
ALLENTOWN NDB	PRACTICE NAVIGATIONAL FACILITY
BREWTON VORTAC (PROPOSED)	BREWTON AIRPORT INTENDS TO INSTALL A VORTAC FOR INSTRUMENT APPROACHES

Facilities (cont.)

c. Special Military Facilities

2. Contingency and Deployment Requirements:
(Assume full mobilization, sustained 24-hour capability)

a. Can airfield handle wide-body aircraft (e.g. C-5, KC-10, E-3A, 747) transient operations, (e.g., parking, fueling, loading)? (Yes/No)
NO

3. Does installation have a dedicated munitions loading pad?
NO

a. If yes, are there any access limitations?
NO LOADING PAD

b. What type aircraft have used your pad over the last five years?
NO LOADING PAD

Facilities (cont.)

Special Military Facilities

4. Is the installation located within 150NM of:

a. Ground Force Installation (active)? Yes/No (If yes, give name(s))
YES. GULFPORT, MS. (SEABEE UNIT)

b. Rail Access which allows the loading/unloading of heavy equipment? Yes/No
YES

c. Deep water port facility? Yes/No (If yes, give name(s))
YES, PENSACOLA/MOBILE/PASCAGOULA

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No)
NO, FOR MEDICAL AND DENTAL FACILITIES.

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.
NO, FOR MEDICAL AND DENTAL FACILITIES.

7. List any weapons storage and handling facilities located at the installation.

Type of Facility	Location	Mission and Capability of Facility
ARMORY	BLDG 1471	STORAGE AND CLEANING OF GOVERNMENT WEAPONS. AWAITING SITE APPROVAL FOR 20 LBS NET EXPLOSIVE WEIGHT (NEW) STORAGE. 1.3 HAZARD CLASS
MAGAZINE	BLDG 3080-A*	STORAGE OF UP TO 1000 LBS NET EXPLOSIVES WEIGHT, 1.3 HAZARD CLASS
MAGAZINE	BLDG 3080-B*	STORAGE OF UP TO 1000 LBS NET EXPLOSIVE WEIGHT , 1.3 HAZARD CLASS
READY SERVICE LOCKERS	NOLF'S (8) ARMORY (1) SECURITY (1) NORTH (1) SOUTH (1) CRASH (1) CUSTOMS (1)	WE ANTICIPATE INSTALLING THIRTEEN READY SERVICE LOCKERS AT THE LOCATIONS LISTED TO THE LEFT FOR STORAGE OF FLARES USED BY CRASH CREWS. NOLF'S, ARMORY AND CRASH ARE 1.3 HAZARD CLASS. REMAINING SITES ARE 1.4 HAZARD CLASS.

* CURRENTLY THE STATION SITE APPROVAL LIMITS STORAGE TO A TOTAL OF 1000 LBS NET EXPLOSIVE WEIGHT BETWEEN 3080A AND 3080B.

Facilities (cont.)

Facility Support Arrangements for Other Services

1. List all arrangements (e.g., inter-service support agreements) that involve supporting other military service activities at the installation.

SEE NOTE 1 FOR DESCRIPTION OF TWO LETTER CODES

Activity Name / Military Service	Description of Activity Role and Degree of Support
U.S. COAST GUARD	AJ (SEE NOTE 1)
AIR FORCE, MUNITIONS SYSTEMS	MD,BR,BX
ALABAMA AIR NATIONAL GUARD	AJ,AU,AG,BC,AX,BM,AP,BD
DEPARTMENT OF THE ARMY	LICENSEE TO CONDUCT TACTICAL COMMUNICATIONS EXERCISES AT NOLFS SILVERHILL AND WOLF
ADJUTANT GENERAL STATE OF ALABAMA	AP,AW,BO

Facilities (cont.)

c. Facility Support Arrangements for Other Services

2. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the installation.

SEE NOTE 1 FOR DESCRIPTION OF TWO LETTER CODES

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
PEN AIR FEDERAL CREDIT UNION	AU,AP,AH,AE,AI,AW,AX,BM,BO,BW,BY
FIRST NAVY BANK	AU,AP,AH,AE,AI,AW,AX,BM,BO,BW,BY
PENSACOLA AIR TRAFFIC CONTROL	THE PRIMARY FOCUS OF THIS MOU IS THE DEVELOPMENT, INSTALLATION, AND MAINTENANCE OF A DATA TRANSMISSION NETWORK WHICH WILL TRANSMIT WHITING FIELD'S ASR ATCRB DATA TO PENSACOLA AIRPORT AND DBRITE SERVICES TO THE USN'S ROF'S AND CONTROL TOWERS LOCATED AT WHITING FIELD.
SANTA ROSA SCHOOL BOARD	PROVIDE: (A) CLASSROOM AND FURNISHINGS FOR 25 STUDENTS, (B) SUPERVISORY ASSISTANCE TO AID WITH THE MANDATORY ATTENDANCE POLICY, AND (C) ADEQUATE OFFICE SPACE FOR THE ABE INSTRUCTORS AND ADULT LEARNING CENTER OUTREACH SPECIALIST.
GULF POWER	THE PURPOSE IS TO ESTABLISH AN ELECTRICAL SERVICE DEPOSIT PROGRAM (ESDP) FOR ACTIVE-DUTY MEMBERS OF THE ARMED SERVICES, TO PRECLUDE PAYING A DEPOSIT FOR SERVICE MEMBERS WITHOUT PRIOR ELECTRICAL UTILITY CREDIT HISTORY.
CITY OF EVERGREEN	IN RETURN FOR THE USE OF THE AIRPORT, NAS WHITING FIELD PROVIDES THE RUNWAY DUTY OFFICER WHICH WILL ISSUE AIRCRAFT TRAFFIC ADVISORY. ALSO, CRASH CREW SERVICES DURING TRAWING 5 TRAFFIC PATTERN OPERATIONS.
CITY OF BREWTON	IN RETURN FOR THE USE OF THE AIRPORT, NAS WHITING FIELD PROVIDES THE RUNWAY DUTY OFFICER WHICH WILL ISSUE AIRCRAFT TRAFFIC ADVISORY. ALSO, CRASH CREW SERVICES DURING TRAWING 5 TRAFFIC PATTERN OPERATIONS.
EMBRY RIDDLE AERONAUTICAL	PROVIDE OFFICE AND CLASSROOM SPACE; REPAIRS AND UTILITIES; STANDARD OFFICE AND CLASSROOM FURNITURE, EQUIPMENT, AND FURNISHINGS.
STUDENT CONSERVATION ASSISTANCE	SCREEN APPLICANTS; PROVIDE MEANINGFUL WORK ASSIGNMENTS; APPROPRIATE SUPERVISION FOR WORK ACTIVITIES; ARRANGE FOR HOUSING, WHEN AVAILABLE, MAKE AVAILABLE INFORMAL TRAINING OPPORTUNITIES; PROVIDE ALL NECESSARY TOOLS, EQUIPMENT, AND WORK SPECIFICATIONS; PROVIDE ON-SITE TRANSPORTATION; PROVIDE WRITTEN PERFORMANCE EVALUATION TO SCA

TROY STATE UNIVERSITY	PROVIDE OFFICE AND CLASSROOM SPACE; REPAIRS AND UTILITIES; STANDARD OFFICE AND CLASSROOM FURNITURE, EQUIPMENT, AND FURNISHINGS.
RETIRED SENIOR VOLUNTEER PROGRAMS (RSVP) OF SANTA ROSA COUNTY	DESIGNATE A COORDINATOR TO SERVE AS THE LIAISON WITH RSVP; ASSURE ADEQUATE HEALTH AND SAFETY PROVISIONS; COLLECT AND VALIDATE APPROPRIATE VOLUNTEER REPORTS; MAKE FINAL DECISIONS ON PLACEMENT OF VOLUNTEERS; PROVIDE ORIENTATION, IN-SERVICE INSTRUCTION, OR SPECIAL TRAINING; PROVIDE SUPERVISION OF VOLUNTEERS; FURNISH MATERIAL OR TRANSPORTATION REQUIRED ON ASSIGNMENT
JOB SERVICES OF FLORIDA	COORDINATE THE TIME AND DATES OF VETERAN CLIENTS; PROVIDE OFFICE SPACE, OFFICE FURNITURE, AND PHONE SERVICE; PROVIDE ASSISTANCE IN HAVING NEWS ARTICLES PUBLISHED
U.S. CUSTOMS SERVICE	AE,AF,AG,AH,AI,AN,AP,AU,AW,AX,AY,BB,BC,BD,BM, BO,BP,BR,BW,ST,MA
DEFENSE COMMISSARY AGENCY	AD,AU,AY,AZ,AF,BM,AX,AH,AI,BW,AB,AE,BU,AD,BD, BA,AJ,AM
U.S. POSTAL SERVICE	DESIGNATE AN INSTALLATION OR OPERATING LOCATION POSTAL OFFICER; ENSURE ADEQUATE AND CONTINUOUS POSTAL SUPPORT; APPOINT MAIL CLERKS AND ISSUE IDENTIFICATION CARDS; ASSIGN QUALIFIED PERSONNEL TO MILITARY POST OFFICES; DELIVER MAIL TO PERSONNEL IN A TEMPORARY DUTY STATUS, IN TRAINING; FURNISH ADEQUATE FACILITIES, UTILITIES; ASSIST POSTAL SERVICE REPRESENTATIVES IN SURVEYING, INSPECTING, AND AUDITING
PENSACOLA ENGRAVING CO	PROVIDE EDITED COPY OF NEWS, EDITORIALS, AND PHOTOGRAPHS FOR STATION NEWSPAPER; DISTRIBUTE THE "WHITING TOWER" TO ALL ON AND OFF-BASE FACILITIES
EAST MILTON FIRE DEPARTMENT	PROVIDE ASSISTANCE IN FIRE FIGHTING
SKYLINE FIRE PROTECTION	PROVIDE ASSISTANCE IN FIRE FIGHTING
CITY OF BREWTON	PROVIDE ASSISTANCE IN FIRE FIGHTING
CITY OF MILTON	PROVIDE ASSISTANCE IN FIRE FIGHTING
CYTEC INDUSTRIES	PROVIDE ASSISTANCE IN FIRE FIGHTING
FLORIDA DIVISION OF FORESTRY	PROVIDE ASSISTANCE IN FIRE FIGHTING

Facilities (cont.)

. Facility Support Arrangements for Other Services

NOTE 1: DEFINITIONS OF ADMINISTRATIVE AND LOGISTICAL CATEGORIES OF SUPPORT SERVICES

AB - FINANCE AND ACCOUNTING SERVICES. Accounting and finance operations including fund accounting, expense accounting, reimbursement accounting, expenditure accounting, working funds accounting, payroll and leave accounting, computation and examination of vouchers including travel claims and commercial invoices, disbursing, financial reporting and the development of systems and procedures to accomplish these functions.

AD - LEGAL SERVICES. Provision of advice and services on all legal matters pertaining to legal assistance, military justice, initial claims processing, property utilization, award and execution of procurement contracts, personnel matters, including conflict of interest, standards of conduct, grievance hearings and reviews, and the like.

AE - MAIL PICKUP AND DELIVER. acceptance, sorting, routing, and delivery of incoming and outgoing official and personal mail when not otherwise provided by the United States Postal Service. The term acceptance includes financial services for personal mail if available.

AF - CUSTODIAL SERVICES. Provide janitorial services other than cleanup of work areas in shops and warehouses. May include cost of all common janitorial supplies and equipment. The provision of cleaning services for administrative office space and common service areas of buildings. When receiver's facilities are being used outside the school for such community activities as Adult Education and Boy and Girl Scouts, the reimbursable charges shall be reduced accordingly. The amount is to be negotiated between receiver and supplier.

G - PURCHASING AND CONTRACTING. Provide for the procurement of property and services for a price. May also clude the termination actions in the disposition of operating supplies and equipment for another department or ntractual source. Includes regional and local procurement of supplies and services, procurement planning, and urchasing operations.

AH - FIRE PROTECTION. Operation of a fire prevention and protection program for an installation, including the actual fire fighting equipment.

AI - POLICE SERVICES. Provide protection for installations and resources, maintain law and order (including enforcement of traffic laws, accident investigation, and criminal investigations). Ensure protective standards for weapons, funds, and high value resources are applied and maintained. Provide confinement and detention facilities and services, as appropriate.

AJ - HOUSING AND LODGING. Provide family housing support and housing referral services to authorized personnel and Bachelor Officer Quarters and Bachelor Enlisted Quarters accommodations for unmarried and unaccompanied personnel.

AM - FOOD SERVICE. Provision, preparation, and serving of food to authorized personnel. Includes, inflight box meals to be consumed elsewhere.

AN - STORAGE AND WAREHOUSING. Provision of space or services related to the management of technical or nontechnical commodities, material, and equipment. Includes all operations from receipt of material and equipment into storage, to issue and shipment of items from storage.

AO - TRANSPORTATION. Provision of transportation and traffic management services related to commercial or government-owned transportation of personnel and material, including shipment planning of cargo, packing and crating, rt clearance, scheduling movement of both personnel and personal property, processing of transportation documents, nd provision of other transportation services related to inbound and outbound movements.

Facilities (cont.)

. Facility Support Arrangements for Other Services

AP - UTILITIES. Provide for the procurement, production, and distribution of utilities including water systems, sewage systems, electric systems, boiler plants, heating systems, cold storage plants, air-conditioning plants, and other purchased utility services.

AU - ADMINISTRATIVE OFFICE SPACE. Provision of space assigned to a particular office or organization for office administrative or operational purpose. Excluded are areas assigned for storage and warehousing purposes (covered under support category code AN) and those costs related to utilities, custodial, special equipment, and the like, that are included in other support categories.

AW - REAL PROPERTY MAINTENANCE. Provide the maintenance, repair, and minor construction or alteration of real property, including, as appropriate, buildings, installed equipment, miscellaneous structures, roads and grounds, railroads, surfaced areas, and other real property.

AX - REFUSE COLLECTION AND DISPOSAL. The provision of services for collection and disposal of trash and wasted materials by in-house or contractor services. Also includes use of destruction facilities and incinerators for disposal of waste materials. Excludes disposal services provided by the Defense Property Disposal Offices (DPDOs).

AY - ADMINISTRATIVE SERVICES. Provide noncombat support to other organizations in the areas of administrative orders, records management, personnel locator, classified document control and handling, forms and publications, duplicating and copying service (including contract), Armed Forces Courier Services support for incoming and outgoing containers, operation of the Administrative Communications Distribution Center, operation of the official mail distribution system, and maintenance of a publications reference library.

Z - PUBLIC AFFAIRS. Activities aimed toward responding directly or through news media to the general public's right and need to know how the DoD Components accomplish assigned tasks and missions; includes public information, community relations, history reports, internal (troop) information and security review activities. This includes Armed Forces Radio and Television Service.

BA - CHAPLAIN AND RELIGIOUS SERVICES. Provide comprehensive pastoral ministry, including opportunities for worship, religious rites, pastoral visits, spiritual counseling and religious education.

BB - SAFETY. Administration of a safety program. Includes identification of special personal protective equipment needed by the receiver, and cst of safety educational and promotional materials generated by the supplier.

BC - COMMUNICATION SERVICES. Common-use and joint-use communications facilities (AUTOVON bad AUTODIN) provided on a nonreimbursable basis. Telephone equipment and services, excluding telephone toll calls, shall be provided as nonreimbursable at those locations when the supplier is serviced by a government-owned telephone exchange. Equipment, service charges and toll calls shall be reimbursed to the host at locations when the telephone exchange is commercially leased. Also, the leasing of equipment and lines, purchase of authorized communications equipment, and administrative costs related directly thereto, are reimbursable. Special communications-electronics equipment services dedicated to the tenant mission shall be provided on a reimbursable basis.

BD - COMMUNITY SERVICES. Provide community facilities and services including aero and audio clubs, arts and crafts centers, commissary and exchange services, libraries, officer, NCO and enlisted clubs, sports facilities and programs, theaters, and youth activity programs.

BM - ENTOMOLOGY SERVICES. Provision of abatement and control measures directed against insects, rodents, weeds, fungi, and other animals or plants that are determined to be undesirable, including, but not limited to, routine treatment grounds, buildings, equipment, supplies, aircraft, and other common carriers, as necessary.

Facilities (cont.)

. Facility Support Arrangements for Other Services

BO - ENVIRONMENTAL QUALITY CONTROL. Provide the administration of programs for the control of air, water, noise, hazardous material, and other forms of pollution, including resource recovery and energy conservation programs.

BR - TRAINING. Provision of training to personnel in planned, prepared, and coordinated programs, courses, curriculums, and instructions that are or will be directly related to the performance of official duties. Includes use of ranges (that is, rifle ranges, degaussing or deperming ranges, and target ranges).

BU - EXPENDABLE AND GENERAL SUPPLIES. Provision of any common, generally expendable, nontechnical commodity, material or equipment, such as administrative office and housekeeping supplies, duplicating paper, common electrical, hardware and plumbing supplies, building materials, paints, and tools.

BV - PRINTING AND REPRODUCTION. Provide for the operation of centralized printing and duplicating facilities. Includes cost of supplies used.

BW - DISASTER PREPAREDNESS. Provide for the full disaster preparedness and response for support, including training and equipage. Provide or program for emergency wartime operation, including shelter spaces, shelter supplies, or radiation and chemical monitoring equipment.

BY - OCCUPATIONAL AND INDUSTRIAL HEALTH SERVICES. Provide for conduct of a worker and work place, specific health screening program and industrial hygiene surveillance of the occupational environment.

'A - AIRCRAFT. Provide for the supply, maintenance, and repair of aircraft and associated equipment. Includes .rmament, electronic and communication equipment, engines, and any other equipment that is an integral part of an .rcraft.

MD - ORDNANCE EQUIPMENT AND COMPONENTS. Provide for the supply, maintenance, and repair of equipment and services that relate to the manufacture of ordnance supplies, such as military weapons, ammunition, explosives, combat vehicles, and battle material, collectively. Also included are ordnance-related maintenance tools and equipment and explosives ordnance disposal services.

ST - PETROLEUM, OILS, LUBRICANTS, AND CHEMICALS. Provide for the dispensing of fuel, oils lubricants, and chemicals. Also included is the maintenance and repair of the equipment used for the dispensing of the above mentioned fluids.

Facilities (cont.)

G. Proximity to Operational Mission Areas

1. Does the location of the installation have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.
NO

H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint forces)? If so, provide details.
YES, NASWF MAIN BASE AND NOLFS PROVIDE A UNIQUE OPPORTUNITY FOR AIR TRAFFIC CONTROL AND COMMUNICATION DETACHMENTS OF U.S. SPECIAL FORCES AS WELL AS MARINE ATC UNITS TO CONDUCT FIELD TRAINING.

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy?
ALL HELICOPTER STUDENTS RECEIVE INITIAL SHIPBOARD FLIGHT TRAINING ON A SPECIALLY DESIGNED HELICOPTER LANDING TRAINER (HLT). THE HLT, A UNIQUE SEAGOING VESSEL HOMEPORTED AT NAS PENSACOLA, WHICH SIMULATES A SHIP'S FLIGHT DECK AREA. THIS TRAINING IS CONDUCTED DIRECTLY FROM NASWF IN COASTAL WATERS WITHIN 20 NAUTICAL MILES OF NASWF.

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate?
40 NAUTICAL MILES

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually be conducted directly from the installation or on a detachment basis?
INSTALLATION

Facilities (cont.)

Proximity to Other Support Facilities

1. List other airfields (currently not used for undergraduate pilot and/or NFO/Navigator training) in the local flying area that are available for training and emergency uses.

Airfield Name	Major Use / Capability	Location / Distance ~~in sm~~
Fairhope	Civilian airport/approaches/landings	55 SW 6000
Foley	Civilian airport/approaches/landings	45 SW 3700
Gulf Shores	Civilian airport/approaches/landings	50 SW ?
Atmore	Civilian airport/approaches/landings	35 NW 4925
Peter Prince	Civilian airport/approaches/landings	8 S 3700

FAIRHOPE, FOLEY, GULF SHORES, ATMORE, AND PETER PRINCE ARE USED AS EMERGENCY FIELDS ONLY. T-34C IS NOT EQUIPPED WITH VHF RADIO.

2. What other military facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

Military Facility Name	Actual / Proposed Use	Distance sm
NAS Pensacola	Approaches / Landings	43 SW
Hurlburt Field	Landings	35 SE
Kessler AFB	Approaches / Landings	100 W
~~Eglin AFB~~	Approaches / Landings	50 SE
Duke Field	ILS / landings	28 E
Choctaw	Landings	20 SE

BRIWTON 23.5 NM

23.5
20 28 35 43 50
(46.5)

Facilities (cont.)

Proximity to Other Support Facilities

3. What civilian owned facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

Facility Name	Actual / Proposed Use	Distance
ST Elmo, AL	Civilian airport/approaches/landings	70 W
Jackson, AL	Civilian airport/approaches/landings	65 NW
Pensacola, FL	Civilian airport/approaches/landings	26 SW
Crestview, FL	Civilian airport/approaches/landings	30 E
Mobile Downtown, AL	Civilian airport/approaches/landings	65 W
Monroeville, AL	Civilian airport/approaches/landings	50 NW
Troy, AL	Civilian airport/approaches/landings	90 NE
Gulfport, MS	Civilian airport/approaches/landings	100 W
Andalusia, AL	Civilian airport/approaches/landings	50 NE
Mobile Regional, AL	Civilian airport/approaches/landings	70 W

NOTE: NUMEROUS FACILITIES COULD BECOME AVAILABLE FOR JPATS OPERATIONS DEPENDING ON SOURCE SELECTION.

Facilities (cont.)

Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training installation. Please list each feature separately and provide a narrative explanation of the importance of the unique feature. (Do not include Depots, Product Centers or Laboratories)

UNIQUE FEATURES

- 10 % OF ALL NAVY FLIGHT HOURS ACCUMULATED AT WHITING COMPLEX

- GREATER THAN 45% OF ALL TRAINING COMMAND FLIGHT HOURS ARE CONDUCTED FROM NAS WHITING FIELD

- TWO AIR STATIONS FOR THE PRICE OF ONE
  - NORTH FIELD
    - 155 T-34C AIRCRAFT
    - SUPPORTED BY 8 NOLF's
  - SOUTH FIELD
    - 125 TH-57B/C
    - SUPPORTED BY 5 NOLF'S AND AN HLT
  - MINIMAL COST TO OPERATE SUPPORTING NOLF'S, NAVAIDS, AND FACILITIES
  - AIRFIELDS ARE MIRROR IMAGES OF EACH OTHER AND COULD FUNCTION AS PARALLEL RUNWAYS
  - NAVAIDS DISTRIBUTED THROUGHOUT THE OPERATING AREA
    - 2 NDB'S, VOR, TACAN

- ONLY NAVY SITE FOR TRAINING NAVY, MARINE, COAST GUARD AND FOREIGN NATIONAL HELICOPTER PILOTS, FOREIGN NATIONAL FIXED WING PILOTS, AND NAVAL FLIGHT SURGEONS. ALSO PROVIDE ORIENTATION FLIGHTS FOR ROTC AND NAVAL ACADEMY MIDSHIPMEN

- PROVIDES FACILITIES AND SERVICES FOR ROYAL SAUDI NAVAL FORCES ENLISTED AVIATION MAINTENANCE PREPARATORY SCHOOL

- ONLY NAVY SITE FOR REWORK OF T-34B/C AIRCRAFT

- ALTERNATE COMMAND POST FOR CNET DURING EMERGENCY CONDITIONS (HURRICANES)

- NAS WHITING FIELD AND THE NOLF'S PROVIDE DEPLOYMENT SITES FOR THE FLORIDA AND ALABAMA NATIONAL GUARDS, MARINE RESERVE UNITS, ARMY NATIONAL GUARDS, AND THE U.S. SPECIAL FORCES

Facilities (cont.)

Unique features

- RURAL SETTING RESULTS IN MINIMAL NOISE COMPLAINTS AND ENCROACHMENT CONCERNS
  - AIRPORT ZONING IN PLACE FOR NOLF'S IN FLORIDA
  - KEY MEMBER OF THE SOUTHEASTERN TEST AND TRAINING AREA (SETTA) ENCROACHMENT AND ENVIRONMENTAL COORDINATION COMMITTEE ALLOWING RAPID AND JOINT CIVIL\MILITARY RESPONSES TO ISSUES
  - PROVIDES TECHNICAL ADVICE TO THE CONTINUING FLORIDA AIR SYSTEM PLANNING PROCESS (CFASPP) NORTHWEST REGION

- NAS WHITING FIELD AND THE T-34C NOLF's ARE EXPANDABLE FOR OPERATION OF THE JOINT PRIMARY AIRCRAFT TRAINING SYSTEM (JPATS)

2. Are there any on-installation facilities unique (one-of-a-kind) to your service that must be replaced if the installation is closed (Yes/No). If so, list the following information:
YES

a. Name or type of facility
HELICOPTER SIMULATOR BUILDING
b. Total SF
32,552 SQ FEET
c. Cat code
171-35 (BLDG 3005A)
d. Present use
HELICOPTER SIMULATOR FOR H-57B/C

a. Name or type of facility
AIRCRAFT MAINTENANCE/REWORK FACILITY.
b. Total SF
80,271 SQ FEET
c. Cat code
211-06/08/21/45 (BLDG 2941)
d. Present use
ONLY REWORK FACILITY FOR T-34 DEPOT, INTERMEDIATE AND ORGANIZATIONAL MAINTENANCE.

Future Requirements

. Air Quality

1. What is the name of the Air Quality Management District in which the base is located?
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION NORTHWEST DISTRICT (FDEP)

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? Yes/No
YES, ALABAMA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT MONTGOMERY AREA (ADEM)

b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location.
FDEP 7,504 ACRES (INCLUDES NASWF & NOLF'S IN FL.)
ADEM 3,310 ACRES (INCLUDES NOLF'S IN AL.) R

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)? YES/NO
NO

a. If the base is in a maintenance area, identify the regulated pollutant(s).
NOT IN AREA

b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).
NOT IN AREA

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base? YES/NO
NO

Future Requirements

.. Air Quality

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. YES/NO
NO

a. If activities have been restricted, describe the nature, extent and duration of the restriction.
NOT RESTRICTED

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? YES/NO
NO

c. If special actions have been implemented, specify the nature of the actions.
NO SPECIAL ACTIONS

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation? YES/NO
NO

Future Requirements (cont.)

Encroachment

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.
   NO

2. Have there been any ATC delays (15 minutes or greater) between initial takeoff request and actual take-off during the past three years as a result of civilian traffic? If so, please complete the following table.

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Affected
1991	0	0	0
1992	0	0	0
1993	0	0	0

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

Fiscal Year	Number of changes
1991	0
1992	0
1993	0

Future Requirements (cont.)

.. Encroachment (cont)

4. Is the existing AICUZ study encoded in local zoning ordinances?
YES, IN SANTA ROSA AND ESCAMBIA COUNTIES OF FLORIDA.

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications.
SEE ATTACHMENT FOUR

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.
The Santa Rosa County Ordinance restricts growth around North and South Whiting and NOLF's Pace, Holley, Harold, Spencer and Santa Rosa. The Escambia ordnance restricts growth around NOLF's Saufley and Site 8.

SEE ATTACHMENTS FIVE AND SIX

Litigation history has been limited to challenges to the zoning ordinances that were up held and two litigations involving horse farms. The Navy was held not liable in either case. The second case involved the Army and Navy but primarily the Air Force, in which the Air force settled the case.

Future Requirements (cont.)

.. Encroachment (cont)

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

NO. The current training aircraft are probably the quietest in the fleet and with the established "good neighbor" atmosphere between the communities and the Navy, we do not expect any major restrictions. Additionally, the areas surrounding the NOLFs are predominantly rural.

NAS Whiting Field and its thirteen NOLFS occupy, for the most part, a rural setting and therefore encroachment is minimal and does not restrict or hinder flight operations, to any appreciable degree. Airport zoning is in place for the NOLFs in Santa Rosa County and Escambia County, Florida. Both of these have been incorporated into the State required comprehensive plans and landuse maps. They both restrict the number and type of buildings in the airport environs and have been effective. No airport zoning exists in Alabama however; coordination has been established in an effort to integrate airport zoning into the land use ordnance. In the interim, cooperative efforts have been established between planning agencies and the Navy. These zoning efforts are diligently combined with an active clear zone acquisition program and should ensure viability of these airfields for current aircraft and the Joint Primary Aviation Training System (JPATS).

NAS Whiting Field is a key member of the South Eastern Test and Training Area (SETTA) encroachment and environmental coordination committee. This committee allows rapid and joint responses to encroachment issues as well as the sharing of knowledge.

A highly cooperative atmosphere exists in the local area. A recent proposal for an expansion at Peter Prince Airport (3 miles south of Whiting) had the potential to disrupt training operations, however, the Santa Rosa County Commissioners agreed that no construction would take place that would hinder Naval Flight Training. This agreement permits the civil airport to expand but the requirement for the Navy to issue the pilots a "Prior Permission Required" (PPR) in order to use the new runway allows the Navy to control numbers during Navy operating hours. Additionally the airport cannot install any instrument landing systems.

Concerns have been voiced regarding the crowded airspace in the Whiting complex. A large number of the near midair collision (NMAC) reports occurred prior to procedural changes that eliminate many of the congestion points and a corresponding decrease in near midair reports. The imminent installation of the collision avoidance system (NACWS) in the T-34C will decrease the number of future incidence.

6. Provide a copy of the current and proposed land development plans for the area surrounding the installation (i.e., the local government's comprehensive land-use plan).

SEE ATTACHMENTS SEVEN AND EIGHT

Future Requirements (cont.)

. Encroachment (cont)

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents? YES/NO.
YES

b. How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors.
FOUR PER MONTH OVER A THREE YEAR PERIOD.

c. Has the installation implemented noise abatement procedures? YES/NO.
NO

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.
NOT REQUIRED

Future Requirements (cont.)

b. Encroachment (cont)

8. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures. Answer as well as possible if civilian control or FAR PART 150 Study applies. Answer the following questions regarding current community and other land encroachment near or at the installation by filling in the attached tables following the instructions below.

a. Instructions:

(1) Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e. 60-65 Ldn if available, 65-75 Ldn, 75-80 Ldn if available, and greater than 80 Ldn if available) in the attached tabular format, along with the indicated support information. Incompatibility is governed by DODI 4165.57 and is detailed in the 1980 report of the Federal Interagency Committee on Urban Noise.

(2) Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ, Environmental Assessment which has Finding of No Significant Impact, Environmental Impact Statement which has a Record of Decision, or other officially released noise contour analysis onto current land use maps obtained from local governments. Include the source and date of data. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to determine compatibility percentages. Aerial photos may be available from local governments, USDA offices or planning agencies. Another alternative is to obtain a USGS or map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

(4) For consistency, use generalized land use areas in determining incompatible land uses (i.e. for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use.

(5) What is the percent current off-base incompatible land use:

(a) Within the Clear Zone (CZ) at each end of each active runway?
(b) Within Accident Potential Zone (APZ) I at each end of each active runway?
(c) Within APZ II at each end of each active runway?
(d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
(e) Between the 65 Ldn and 75 Ldn noise contours?
(f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
(g) Within the 80 Ldn noise contour and above (if available)?

Future Requirements (cont.)

.. Encroachment (cont)

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

THE FIGURES IN THE FOLLOWING ARE ESTIMATES BASED ON AICUZ DRAWINGS AND AERIAL PHOTOS.

AIRFIELD: NORTH WHITING FIELD

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	5	0	0	0	CZ	23	0	0	0
APZ I	5	0	65	0	APZ I	23	2	70	0
APZ II	5	0	88	0	APZ II	23	0	144	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	14	0	0	0	CZ	32	0	0	0
APZ I	14	0	103	0	APZ I	32	0	90	0
APZ II	14	0	150	0	APZ II	32	0	70	0

AIRFIELD: SOUTH WHITING FIELD

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	5	0	5	0	CZ	14	0	0	0
APZ I	5	*	*	*	APZ I	14	*	*	*
APZ II	5	*	*	*	APZ II	14	*	*	*

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	23	0	39	0	CZ	32	0	46	0
APZ I	23	*	*	*	APZ I	32	6	58	19
APZ II	23	*	*	*	APZ II	32	12	58	21

*** NO APZ I AND APZ II ESTABLISHED FOR RUNWAYS 5, 14, AND 23 AT SOUTH WHITING.**

Future Requirements (cont.)

b. Encroachment (cont)

AIRFIELD: NOLF SANTA ROSA/COURSES

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	9L	0	0	0	CZ	9R	0	0	0
APZ I	9L	0	12	0	APZ I	9R	0	0	0
APZ II	9L	0	0	0	APZ II	9R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	27L	0	0	0	CZ	27R	0	0	0
APZ I	27L	0	0	0	APZ I	27R	0	0	0
APZ II	27L	0	0	0	APZ II	27R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18L	0	0	0	CZ	18R	0	0	0
APZ I	18L	0	9	0	APZ I	18R	0	10	0
APZ II	18L	0	0	0	APZ II	18R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	36L	0	0	0	CZ	36R	0	0	0
APZ I	36L	0	12	0	APZ I	36R	0	7	0
APZ II	36L	0	0	0	APZ II	36R	0	0	0

Future Requirements (cont.)

.. Encroachment (cont)

AIRFIELD: NOLF SPENCER/COURSES

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	9L	0	0	0	CZ	9R	0	0	0
APZ I	9L	0	11	0	APZ I	9R	8	11	50
APZ II	9L	0	0	0	APZ II	9R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	27L	0	0	0	CZ	27R	0	0	0
APZ I	27L	6	7	25	APZ I	27R	14	7	50
APZ II	27L	0	0	0	APZ II	27R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18L	0	0	0	CZ	18R	0	0	0
APZ I	18L	4	8	0	APZ I	18R	0	8	0
APZ II	18L	0	0	0	APZ II	18R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	36L	0	0	0	CZ	36R	0	0	0
APZ I	36L	6	10	0	APZ I	36R	8	10	0
APZ II	36L	0	0	0	APZ II	36R	0	0	0

Future Requirements (cont.)

Encroachment (cont)

AIRFIELD: NOLF SITE EIGHT/COURSES

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	9L	0	0	0	CZ	9R	0	0	0
APZ I	9L	0	0	0	APZ I	9R	0	0	0
APZ II	9L	0	0	0	APZ II	9R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	27L	0	0	0	CZ	27R	0	0	0
APZ I	27L	0	0	0	APZ I	27R	0	0	0
APZ II	27L	0	0	0	APZ II	27R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18L	0	0	0	CZ	18R	0	0	0
APZ I	18L	0	0	0	APZ I	18R	0	0	0
APZ II	18L	0	0	0	APZ II	18R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	36L	0	0	0	CZ	36R	0	0	0
APZ I	36L	0	0	0	APZ I	36R	0	0	0
APZ II	36L	0	0	0	APZ II	36R	0	0	0

Future Requirements (cont.)

. Encroachment (cont)

AIRFIELD: NOLF HAROLD/COURSES

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	9L	0	0	0	CZ	9R	0	0	0
APZ I	9L	0	5	0	APZ I	9R	0	6	0
APZ II	9L	0	0	0	APZ II	9R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	27L	0	0	0	CZ	27R	0	0	0
APZ I	27L	0	40	0	APZ I	27R	0	40	0
APZ II	27L	0	0	0	APZ II	27R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18L	0	0	0	CZ	18R	0	0	0
APZ I	18L	0	10	0	APZ I	18R	0	10	0
APZ II	18L	0	0	0	APZ II	18R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	36L	0	5	0	CZ	36R	0	5	0
APZ I	36L	0	10	0	APZ I	36R	0	10	0
APZ II	36L	0	0	0	APZ II	36R	0	0	0

Future Requirements (cont.)

. Encroachment (cont)

AIRFIELD: NOLF PACE/COURSES

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	9L	0	0	0	CZ	9R	0	0	0
APZ I	9L	0	10	0	APZ I	9R	0	10	0
APZ II	9L	0	0	0	APZ II	9R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	27L	0	0	0	CZ	27R	0	0	0
APZ I	27L	0	10	0	APZ I	27R	0	10	0
APZ II	27L	0	0	0	APZ II	27R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18L	0	0	0	CZ	18R	0	0	0
APZ I	18L	0	10	0	APZ I	18R	0	10	0
APZ II	18L	0	0	0	APZ II	18R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	36L	0	0	0	CZ	36R	0	0	0
APZ I	36L	0	10	0	APZ I	36R	0	10	0
APZ II	36L	0	0	0	APZ II	36R	0	0	0

Future Requirements (cont.)

Encroachment (cont)

AIRFIELD: NOLF BARIN

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	9	0	0	0	CZ	27	10	50	20
APZ I	9	0	23	0	APZ I	27	0	23	0
APZ II	9	0	58	0	APZ II	27	0	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	15	0	27	0	CZ	33	0	0	0
APZ I	15	0	23	0	APZ I	33	4	23	0
APZ II	15	4	58	0	APZ II	33	2	58	0

AIRFIELD: NOLF BREWTON

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	06	0	60	0	CZ	24	40	61	50
APZ I	06	6	23	10	APZ I	24	18	44	10
APZ II	06	4	58	5	APZ II	24	8	88	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	12	2	4	0	CZ	30	0	15	0
APZ I	12	8	23	0	APZ I	30	0	44	0
APZ II	12	4	58	0	APZ II	30	4	116	0

NOTE: RUNWAY 18/36 NOT USED BY NAVY.

Future Requirements (cont.)

Encroachment (cont)

AIRFIELD: NOLF HOLLEY

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	09	10	45	80	CZ	27	60	40	100
APZ I	09	40	23	65	APZ I	27	20	23	80
APZ II	09	75	58	20	APZ II	27	40	58	80

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	17	12	58	15	CZ	35	10	47	25
APZ I	17	50	23	50	APZ I	35	6	23	60
APZ II	17	30	58	30	APZ II	35	16	58	0

AIRFIELD: NOLF SILVERHILL

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	05	0	35	0	CZ	23	4	48	15
APZ I	05	0	23	0	APZ I	23	0	23	0
APZ II	05	0	48	0	APZ II	23	0	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	09	0	51	0	CZ	27	15	50	50
APZ I	09	0	23	0	APZ I	27	4	23	15
APZ II	09	2	54	0	APZ II	27	0	30	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	16	6	48	10	CZ	34	0	43	0
APZ I	16	0	23	0	APZ I	34	0	23	0
APZ II	16	0	55	0	APZ II	34	18	58	0

Future Requirements (cont.)

. Encroachment (cont)

AIRFIELD: NOLF EVERGREEN

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	09	20	46	5	CZ	27	0	52	0
APZ I	09	10	23	30	APZ I	27	0	23	0
APZ II	09	0	58	0	APZ II	27	0	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18	10	55	15	CZ	36	0	45	0
APZ I	18	0	23	0	APZ I	36	0	23	0
APZ II	18	0	58	0	APZ II	36	2	58	0

AIRFIELD: NOLF SUMMERDALE

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	04	8	16	5	CZ	22	2	28	5
APZ I	04	0	21	0	APZ I	28	3	20	0
APZ II	04	0	58	0	APZ II	28	0	48	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	10	4	21	30	CZ	28	6	39	10
APZ I	10	0	20	0	APZ I	28	0	23	0
APZ II	10	0	48	0	APZ II	28	4	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	16	4	27	15	CZ	34	0	48	0
APZ I	16	6	20	10	APZ I	34	4	23	0
APZ II	16	0	58	0	APZ II	34	3	48	0

Future Requirements (cont.)

3. Encroachment (cont)

AIRFIELD: NOLF SAUFLEY

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	05	4	52	5	CZ	23	0	5	0
APZ I	05	0	23	0	APZ I	23	2	23	0
APZ II	05	0	58	0	APZ II	23	0	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	14	0	23	0	CZ	32	6	22	50
APZ I	14	0	23	0	APZ I	32	10	23	15
APZ II	14	0	30	0	APZ II	32	30	58	20

AIRFIELD: NOLF WOLF

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	09	0	42	0	CZ	27	6	49	15
APZ I	09	0	23	0	APZ I	27	0	23	0
APZ II	09	6	30	0	APZ II	27	0	52	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18	0	47	0	CZ	36	0	47	0
APZ I	18	0	23	0	APZ I	36	0	23	0
APZ II	18	0	58	0	APZ II	36	0	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	04	0	43	0	CZ	22	0	41	0
APZ I	04	0	23	0	APZ I	22	0	22	0
APZ II	04	0	54	0	APZ II	22	0	17	0

Future Requirements (cont.)

Encroachment (cont)

10. Current land use status for noise zones: reference questions 8.a.(5)(d) through 8.a.(5)(g). Describe current off-base encroachment/incompatible land use by filling in the information in the following table for noise zones/contour intervals.

AIRFIELD: NORTH WHITING FIELD

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	6	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: SOUTH WHITING FIELD

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	22	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF SANTA ROSA

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	4.3	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF SPENCER

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	199	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

Future Requirements (cont.)

3. Encroachment (cont)

AIRFIELD: NOLF SITE EIGHT

DNL	/Est Pop	Acres	% Incomp L-U
60-65	5	4	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF HAROLD

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	150	0
65-75	0	2	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF PACE

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF BARIN

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

Future Requirements (cont.)

J. Encroachment (cont)

AIRFIELD: NOLF BREWTON

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF HOLLEY

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF EVERGREEN

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF SAUFLEY

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

Future Requirements (cont.)

. Encroachment (cont)

AIRFIELD: NOLF SILVERHILL

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF SUMMERDALE

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF WOLF

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

Future Requirements (cont.)

Encroachment (cont)

11. Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

NO KNOWN CHANGES.

b. How are local land use plans expected to impact the AICUZ footprints?

NO IMPACT EXPECTED.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.

AICUZ REFLECTS CURRENT FLIGHT OPERATIONS.

Future Requirements (cont.)

Encroachment (cont)

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

(1) AICUZ recommended height restrictions.
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(3) AICUZ recommended development limits for APZ II
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(8) Are real estate disclosure statements required by local communities?
ESCAMBIA COUNTY - NO
SANTA ROSA COUNTY - YES

Future Requirements (cont.)

. Encroachment (cont)

11. Future local/regional community encroachment (cont.)

e. Indicate if significant development (i.e. a residential subdivision, shopping mall or center, industrial park, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (for residential subdivision: number of housing units, number of acres, population; for shopping mall/center: number of stores, total number of acres), when completed or when completion expected. Indicate any long range (20 years) trends for new growth.

NONE THAT ARE EXPECTED AFFECT FLIGHT TRAINING.

f. Has all clear zone acquisition been completed? YES/NO.

NO

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

CLEAR ZONE ACQUISITION

AIRFIELD	RWY END	ACRES	ACQUISITION COST	TIMETABLE
NAS WHITING FIELD (SOUTH)	5	5	5 @ 1500 = 7,500	***
	23	39	39 @ 1500 = 58,500	FY 94
	32	46	46 @ 1500 = 69,000	FY 94
TOTAL		90	$ 135,000	
BARIN	27	50	50 @ 3500 = 175,000	FY 96
	15	27	27 @ 2000 = 54,000	FY 95
TOTAL		77	$ 229,000	
SAUFLEY	23	5	5 @ 3000 = 15,000	***
	15	52	52 @ 3000 = 156,000	***
	32	22	22 @ 4500 = 99,000	***
	14	23	23 @ 3500 = 80,500	***
TOTAL		102	$ 350,500	

AIRFIELD	RWY END	ACRES	COST	COMMENTS
SUMMERDALE	16	27	27 @ 1500 = 40,500	***
	34	48	48 @ 1500 = 72,000	***
	10	21	21 @ 1500 = 31,500	***
	28	39	39 @ 1500 = 58,500	***
	22	28	28 @ 1500 = 42,000	***
	04	16	16 @ 1500 = 24,000	***
TOTAL		179	$ 268,500	
SILVERHILL	16	48	48 @ 1500 = 72,000	***
	34	43	43 @ 1500 = 64,500	***
	09	51	51 @ 1500 = 76,500	***
	27	50	50 @ 1500 = 75,000	***
	23	48	48 @ 1500 = 72,000	***
	05	35	35 @ 1500 = 52,500	***
TOTAL		275	$ 412,500	
HOLLEY	17	58	58 @ 3000 = 174,000	***
	35	47	47 @ 3000 = 141,000	***
	09	45	45 @ 3000 = 135,000	***
	27	40	40 @ 3000 = 120,000	***
TOTAL		190	$ 570,000	
WOLF	18	47	47 @ 2000 = 94,000	***
	36	47	47 @ 2000 = 94,000	***
	27	49	49 @ 2000 = 98,000	***
	09	42	42 @ 2000 = 84,000	***
TOTAL		185	$ 286,000	

NOTE:-A COMPLETE CLASS "A" CLEARZONE (3000' X 1000') = 69 AC.
-ABOVE COSTS ARE ESTIMATES FOR LAND ONLY, NO HOMES
*** DENOTES TIME FRAME

Future Requirements (cont.)

3. Encroachment (cont)

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

YES. THE ONLY INCOMPATIBLE DEVELOPMENT ON BASE IN THE CLEAR ZONES IS THE WESTERN ENTRANCE TO THE BASE AND THE POOL AT THE CONSOLIDATED CLUB. BOTH HAVE WAIVERS. ADDITIONALLY THE GOLF COURSE PRO SHOP UNDERLIES THE APZ I AREA AT NORTH FIELD.

Future Requirements

Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?
   YES

2. What is the availability of off-installation acreage for possible future installation development?
   RELATIVELY LOW COST AGRICULTURAL LAND AVAILABLE ON THE NORTH, EAST, AND SOUTH. AREA TO WEST IS FOREST LAND AND RELATIVELY HILLY.

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Base Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWHPD)	192,000	192,000	70,985	92,600
Water (GPD)	2.448m	N/A	.550m	.925m
Sewage (GPD)	1.05m	N/A	.221m	.250m
Natural Gas (CFH)	54,200m	70,000m	5m	34m
Short Term Parking	6780	NONE	3,500*	5,000*
High Temp. Water/Steam Generation/Distribution	60,000 lbs/hr**	NONE	20,000 lbs/hr	40,000 lbs/hr

* ESTIMATED
** 2 BOILERS AT 100%

4. Are there any characteristics regarding your utility systems that should be considered?
   THE WASTE WATER TREATMENT PLANT IS CURRENTLY IN AN ENGINEERING EVALUATION AND WILL CULMINATE IN FACILITY EFFLUENT UPGRADES. THE EXISTING STEAM PLANT AND ASSOCIATED STEAM LINES ARE BEING PHASED OUT BY REPLACEMENT WITH PACKAGE STEAM UNITS.

Future Requirements (cont.)

Ability for Expansion (cont.)

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: NAS WHITING FIELD (NORTH AND SOUTH)

Land Use	Total Acres	Developed[4]	Available for Development	
			Restricted[5]	Unrestricted
Operational	2285	450	1200*	635
Training	55	38	2	15
Research & Development	0	0	0	0
Supply and Storage	5	3	0	2
INTERMODAL	63	40	3	20
Admin	120	82	3	35
Housing	50	40	0	0
Recreational	430	300	0	130
Navy Forestry Program	914	0	0	914
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	3922	953	1208	1761

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* ESTIMATED

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF PACE

Land Use	Total Acres	Developed[6]	Available for Development	
			Restricted[7]	Unrestricted
Operational	206	0	206*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	~~0~~ 1	~~0~~ 1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	207	1	206	0

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* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF SITE 8

Land Use	Total Acres	Developed[8]	Available for Development	
			Restricted[9]	Unrestricted
Operational	485	0	485*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	151	0	0	151
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	3	3	0	0
Total	640	4	485	151

* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF HAROLD

Land Use	Total Acres	Developed[10]	Available for Development	
			Restricted[11]	Unrestricted
Operational	279	0	279*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	293	0	0	293
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	~~593~~ 573	1	279	293

* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

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Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: HOUSING (WHITING PINES)

Land Use	Total Acres	Developed[12]	Available for Development	
			Restricted[13]	Unrestricted
Operational	0	0	0	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	2	1	0	1
Housing	88	80	0	8
Recreational	8	4	0	4
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Other Programs	0	0	0	0
Other	0	0	0	0
Total	98	85	0	~~0~~ 13

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Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

Ability for Expansion (cont.)

Site Location: NOLF BARIN

Land Use	Total Acres	Developed[1]	Available for Development	
			Restricted[2]	Unrestricted
Operational	619	30	558*	31
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	2	1	0	1
Housing	0	0	0	0
Recreational	2	1	0	1
Navy Forestry Program	187	0	0	187
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Other Programs	0	0	0	0
Other	0	0	0	0
Total	810	32	558	220

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* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

. Ability for Expansion (cont.)

Site Location: NOLF BREWTON

Land Use	Total Acres	Developed[16]	Available for Development	
			Restricted[17]	Unrestricted
Operational	672	32	330*	310
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	673	33	330	310

* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.
NOTE: CIVIL AIRPORT LEASED BY THE NAVY FOR AVIATION TRAINING

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

. Ability for Expansion (cont.)

Site Location: NOLF EVERGREEN

Land Use	Total Acres	Developed[18]	Available for Development	
			Restricted[19]	Unrestricted
Operational	439	27	280*	132
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	440	28	280	132

* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

NOTE: CIVIL AIRPORT LEASED BY THE NAVY FOR AVIATION TRAINING

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

Ability for Expansion (cont.)

Site Location: NOLF HOLLEY

Land Use	Total Acres	Developed[20]	Available for Development	
			Restricted[21]	Unrestricted
Operational	443	25	330*	88
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	253	0	0	253
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	697	26	330	341

* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

. Ability for Expansion (cont.)

Site Location: NOLF SILVERHILL

Land Use	Total Acres	Developed[22]	Available for Development	
			Restricted[23]	Unrestricted
Operational	151	30	121*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	25	0	15*	10
Navy Agricultural Outlease Program	223	0	205*	18*
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	400	31	341	28

* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

c. Ability for Expansion (cont.)

Site Location: NOLF SUMMERDALE

Land Use	Total Acres	Developed[24]	Available for Development	
			Restricted[25]	Unrestricted
Operational	111	29	82*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	48	0	0	48
Navy Agricultural Outlease Program	405	0	324*	81
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	565	30	406	129

* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

Ability for Expansion (cont.)

Site Location: NOLF WOLF

Land Use	Total Acres	Developed[3]	Available for Development	
			Restricted[4]	Unrestricted
Operational	298	31	189*	78
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	9	0	0	9
Navy Agricultural Outlease Program	114	0	90*	24
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	422	32	279	111

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* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

Ability for Expansion (cont.)

Site Location: BOAT DOCKS

Land Use	Total Acres	Developed[5]	Available for Development	
			Restricted[6]	Unrestricted
Operational	0	0	0	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	5	3	1*	1
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	6	4	1	1

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* RESTRICTED DUE TO WETLANDS.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

c. Ability for Expansion (cont.)

Site Location: NOLF SANTA ROSA

Land Use	Total Acres	Developed[30]	Available for Development	
			Restricted[31]	Unrestricted
Operational	436	48	388*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	300
Navy Forestry Program	300	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	737	49	388	300

* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF SPENCER

Land Use	Total Acres	Developed[32]	Available for Development	
			Restricted[33]	Unrestricted
Operational	639	52	587*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	640	53	587	0

* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

Ability for Expansion (cont.)

6. Identify the features of this installation that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future

The NAS Whiting Field complex has exceptional ability to readily accept mobilization of both regular and reserve units with little or no capital outlays. Training exercises have been completed by units of the Alabama Air National Guard, Florida National Guard, U. S. Marines, U. S. Special Forces, Naval Reserve and Seabees. NAS Whiting Field's assets allow units to hold these training exercises at a fraction of the cost expected at other locations. NAS Whiting Field could easily assume all of the fixed wing (T-34C) primary training mission as recommended by the Naval Audit Service Southeast region in their draft audit report 7500/90-0013 ser E-1/0599 dtd 5 September 1991.

This complex has demonstrated the ability to accept new and challenging missions. When the NFO training program increased the number of takeoffs and landings required per student, NAS Whiting provided them access to the southern NOLFs. When the Navy needed a place to establish an enlisted aviation maintenance preparatory school, NAS Whiting again stood ready with some of the best facilities in the Navy.

Whiting Field has actively planned for the future by completing evaluations of airfield facilities in light of possible JPATS contenders. The selection of an aircraft capable of operating from shorter runways would require minimal construction. However, the mostly rural location of NAS Whiting Field and the NOLFs allow for expansion if required. Environmental and political constraints are minimal, therefore, any expansions required for JPATS can be accommodated with proper funding.

The Northwest Florida and Southern Alabama areas have consistently demonstrated a pro-Navy posture. These communities would readily accept and assist the accommodation of additional mission requirements for NAS Whiting Field.

- RURAL SETTING IS IDEAL FOR EXPANSION IF REQUIRED.

- SOUTH FIELD COULD CONDUCT CONCURRENT ROTARY AND FIXED WING TRAINING. ROTARY AND FIXED WING DO NOT COMPETE FOR AIRSPACE OR NOLF's

Manpower Implications

A. Quality of Life

1. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing? (circle) yes no
NO

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	18	18	N/A	N/A
Officer	3	50	50	N/A	N/A
Officer	1 or 2	90	90	N/A	N/A
Enlisted	4+	35	26	9	N/A
Enlisted	3	159	129	30	N/A
Enlisted	1 or 2	60	17	43	N/A
Mobile Homes	N/A	N/A	N/A	N/A	N/A
Mobile Home lots	N/A	N/A	N/A	N/A	N/A

(3) An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code: NO INADEQUATE QUARTERS
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

Manpower Implications (cont.)

A. Quality of Life (cont.)

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[34]	Average Wait
O-6/7/8/9	1	N/A	N/A
	2	N/A	N/A
	3	N/A	N/A
	4+	0	1 MOS
O-4/5	1	N/A	N/A
	2	N/A	N/A
	3	1	3 MOS
	4+	2	4 MOS
O-1/2/3/CWO	1	N/A	N/A
	2	19	2 MOS
	3	3	3 MOS
	4+	2	3 MOS
E7-E9	1	N/A	N/A
	2	N/A	N/A
	3	1	1 MOS
	4+	0	3 MOS
E1-E6	1	N/A	N/A
	2	36	6-8 MOS
	3	3	1 MOS
	4+	6	2-4 MOS

[34]As of 31 March 1994.

Manpower Implications (cont.)

. Quality of Life (cont.)

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

80%

(6) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	**99.56**
Substandard/Semi-Permanent	**93.92**
Inadequate/Temporary	**N/A**

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

OUR FY94 REPORT WILL REFLECT A DECREASE IN OUR UTILIZATION RATE. THIS REDUCTION IS MAINLY DUE TO UNITS BEING DOWN FOR MAJOR WALL REPLACEMENT IN ADEQUATE HOUSING. SINCE E-1'S THROUGH E-3'S ARE NOW ABLE TO COMPETE WITH OTHER ENLISTED PERSONNEL FOR ADEQUATE QUARTERS, OCCUPANCY RATE WILL PROBABLY DECREASE IN SUBSTANDARD QUARTERS.

(b) BEQ:

(1) Provide the utilization rate for BEQ's for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	**86%**
Substandard/Semi-Permanent	**N/A**
Inadequate/Temporary	**N/A**

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

IN NOVEMBER 1993, RENOVATION BEGAN ON THE BEQ. THIS REDUCED THE NUMBER OF ROOMS AVAILABLE. OCCUPANCY AS OF 31 MARCH 1994 WAS 96%.

NOTE: THE BEQ AND BOQ HAVE BEEN CONSOLIDATED INTO A CONSOLIDATED BACHELORS QUARTERS (CBQ)

Manpower Implications (cont.)

1. Quality of Life (cont.)

(c) BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	43%
Substandard/Semi-Permanent	N/A
Inadequate/Temporary	N/A

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

IN DECEMBER 1993, RENOVATION BEGAN ON THE BOQ. THIS REDUCED THE NUMBER OF AVAILABLE ROOMS. AS OF 31 MARCH 1994 OCCUPANCY WAS 90%.

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? State type unit, total number of units, size, capacity and availability date.

NO FAMILY HOUSING UNDER RENOVATION OR CONSTRUCTION.

Units Under Renovation or Construction				
Type Unit (Family Housing/BOQ/BEQ)	Total Number	Size (Appropriate Measure) (SF)	Capacity (Appropriate Measure)	Availability Date
BOQ	~~127~~ 131	520	~~127~~ 139	DEC 94
BEQ	120	260-390	~~200~~ 164	NOV 94
BEQ	~~30~~ 50	260-390	~~50~~ 70	JUN 95
BOQ	60	520	~~60~~ 66	JAN 96
BEQ	~~82~~ 62	260-390	~~120~~ 112	JAN 96

PB
CNET
N-443E
10MAY94

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

NO FAMILY HOUSING/BOQ/BEQ MILCON SCHEDULED FOR RENOVATION OR CONSTRUCTION.

Manpower Implications (cont.)

A. Quality of Life (cont.)

2. For on-installation MWR facilities[35] available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NAS WHITING FIELD DISTANCE 0

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	13	Y
	Outdoor Bays	20	Y
Arts/Crafts-Ceramics	SF	3,430	N/A*
Wood Hobby	SF	4,060	N
Bowling	Lanes	12	Y
Enlisted Club	SF	7,000	Y**
Officer's Club	SF	12,000	Y**
Library	SF	2,880	N/A
Library	Books	13,000	N/A
Theater	Seats	0	N/A***
ITT	SF	180	Y
Museum/Memorial	SF	3,280	N/A
Pool (indoor)	Lanes	0	N/A
Pool (outdoor) Community	Lanes	8	Y
Pool (outdoor) CBQ	Lanes	5	Y
Beach	LF	1,230	N/A
Lake	Each		
Tennis CT	Each	11	N/A

* NOTE: ORGANIZED CLUB MANAGED
** NOTE: CLUBS WILL BE CONSOLIDATED THIS FISCAL YEAR
*** NOTE: THEATER ASSIGNED TO TRAINING

Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

Manpower Implications (cont.)

. Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	3	N/A
Basketball CT (outdoor)	Each	4	N/A
Racquetball CT (indoor/outdoor)	Each	4	N/A
Squash CT	Each	0	N/A
Golf Course	Holes	18	N/A
Driving Range	Tee Boxes	12	Y
Gymnasium Nautilus	SF	2,772	N/A
Gymnasium Gym	SF	11,473	N/A
Fitness Center	SF	10,646	N/A
Marina	Berths	0	N/A
Stables	Stalls	0	N/A
Rod and Gun Club/Range	Each		N/A
Softball Fld	Each	6	N/A
Football Fld	Each	1	N/A
Soccer Fld	Each	1	N/A
Youth Center	SF	0	N/A

NOTE: SPORTS EQUIPMENT OF VARIOUS TYPES ARE MAINTAINED AT ALL THE NOLFS TO FACILITATE NAVY PERSONNEL REMAINING PHYSICALLY ABLE TO COMPLETE THE PHYSICAL FITNESS TEST.

3. Is your library part of a regional interlibrary loan program?
YES

Manpower Implications (cont.)

Quality of Life (cont.)

4. Installation Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your installation.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	0	0	0	*	**	0
6-12 Mos	0	0	0	*	**	0
12-24 Mos	10	0	618	0	5	90
24-36 Mos	14	0	780	0	7	120
3-5 Yrs	17	0	1293	0	13	180

* TOTAL SQUARE FEET OF BUILDING IS 2,691 WHICH IS INADEQUATE FOR AGES 0-12 MOS. BUT SUBSTANDARD FOR AGES 12MOS-5YRS.
NO LIST ESTABLISHED SINCE CARE NOT AVAILABLE IN CENTER

450
840
2340
25) 3630
145.2

Manpower Implications (cont.)

. Quality of Life (cont.)

b. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

- Facility Type/Code:
  CHILD CARE CENTER (740-74)

- What makes it inadequate/temporary?
  NO SPACE FOR INFANT CARE
  WAITING LIST CANNOT BE ACCOMMODATED

- What use is being made of the facility?
  CARE FOR AGES ONE YEAR THROUGH FIVE YEARS. (41)
  MEALS ARE BEING SERVED IN THE FACILITY
  CHILD DEVELOPMENT CENTER AND FAMILY HOME CARE PROGRAMS ARE BEING OPERATED OUT OF SMALL OFFICE
  TRAINING REQUIRED FOR STAFF TAKES PLACE DURING NAP TIME OR ON PICNIC TABLES OUTSIDE OR AT NIGHT

- What is the cost to upgrade the facility to substandard/semi-permanent?
  ADD SQUARE FOOTAGE TO BUILDING = 100K

- What other use could be made of the facility and at what cost?
  THRIFT SHOP COULD OCCUPY THE SPACE AT NO MAJOR COST
  PACKAGE STORE/MINI MART COULD OCCUPY THE SPACE

- Current improvement plans and programmed funding:
  THE UNOCCUPIED ARMY RESERVE BUILDING AT 2781 N.W. DOGWOOD DRIVE IS BEING ACTIVELY PURSUED BY NASWF. PRELIMINARY PLANS HAVE BEEN DRAWN AND FUNDS HAVE BEEN PROVIDED FOR FINAL DESIGN. THE $220K RENOVATION WILL ACCOMMODATE 98 CHILDREN FROM THE AGES OF 6 WEEKS TO 5 YEARS. THIS FACILITY WOULD BE FULLY ADEQUATE FOR NASWF CHILD CARE NEEDS.

- Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?
  NO

Manpower Implications (cont.)

.. Quality of Life (cont.)

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

SEVERAL AREA CHILD CARE CENTERS EITHER PRIVATELY OR CHURCH SPONSORED PROVIDE CARE FOR CHILDREN ON OUR WAITING LIST. FAMILY HOME CARE THROUGH HRS PROVIDE CARE OFF MILITARY FACILITIES.

d. Are there other military child care facilities within 30 minutes of the installation? State owner and capacity (i.e., 60 children, 0-5 yrs).

CORRY STATION 3/4 HOUR
EGLIN AFB 1 HOUR
NAS PENSACOLA 1 HOUR

Manpower Implications (cont.)

.. Quality of Life (cont.)

f. Complete the following table for services available on your installation. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	17,000
Gas Station	SF	1,302
Auto Repair	SF	1,023
Auto Parts Store	SF	0*
Commissary	SF	21,978
Mini-Mart	SF	0
Package Store	SF	3,740
Fast Food Restaurants	Each	0
Bank/Credit Union	Each	2
Family Service Center	SF	4,234
Laundromat	SF	0
Dry Cleaners	Each	0
ARC	PN	0
Chapel	PN	400
FSC Classrm/Auditorium	PN	33
Exchange Snack Stand	Each	3

* AUTO PARTS CAN BE ORDERED FROM THE AUTO REPAIR SHOP AND THE AUTO HOBBY SHOP.

Manpower Implications (cont.)

.. Quality of Life (cont.)

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Atlanta, GA	300
Biloxi, MS	139
Birmingham, AL	229
Brewton, AL	30
Evergreen, AL	55
Foley, AL	66
Fort Walton, FL	48
Gulf Shores, AL	71
Jacksonville, FL	348
Miami, FL	680
Milton, FL	7
Mobile, AL	76
Montgomery, AL	140
Nashville, TN	422
Navarre Beach, FL	35
New Orleans, LA	221
Orlando, FL	444
Panama City, FL	114
Pensacola, FL	34
Pensacola Beach, FL	34
Tallahassee, FL	184
Tampa, FL	456

Manpower Implications (cont.)

. Quality of Life (cont.)

6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	24.70	13.82
E2	24.70	15.53
E3	12.40	9.14
E4	37.43	26.12
E5	40.16	28.04
E6	30.73	20.92
E7	33.48	23.25
E8	14.87	11.24
E9	25.26	19.17
W1	70.84	53.80
W2	36.90	28.94
W3	49.33	40.10
W4	42.78	37.93
O1E	20.26	15.03
O2E	28.55	22.77
O3E	40.08	33.91
O1	34.89	25.71
O2	0.00	0.00
O3	55.31	46.56
O4	33.97	29.54
O5	90.39	74.75
O6	145.67	120.57
O7	74.18	60.27

Command: NAS Whiting Field

Data Call Number Twenty Revision
(Page 40a)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN	PETobin
NAME	Signature
Acting	10/4/94
Title	Date
CNET	
Activity	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

P.W. DRENNON	[signature]
NAME	Signature
ACTING	12 OCT 1994
Title	Date

WC

Encl (2)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

PRStatskey
Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

27 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

CERTIFICATION OF BRAC 95 TRAINING AIR STATION JOINT 20 (MILITARY VALUE) INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chair of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for Audit purposes.

ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier	R. O. Abshier
NAME	Signature
Commander	3 MAR 94
Title	Date RAF
Training Air Wing FIVE	
Activity	

Enclosure (4)

CERTIFICATION OF BRAC 95 TRAINING AIR STATION JOINT 20 (MILITARY VALUE) INFORMATION

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

Signature

Commanding Officer
Title

5/3/94
Date

NAS Whiting Field
Activity

Enclosure (4)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

WBHayden
Signature

Chief of Naval Air Training
Title

9 MAY 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

Command: NAS Whiting Field

Data Call Number Twenty

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

13 May 94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE Jr
NAME

Signature

ACTING
Title

6/8/94
Date

229

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/588

23 AUG 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and fowarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (5) of reference (a).

C. R. GIMBEL
By direction

WC

Command: NAS Whiting Field

Data Call Number Twenty Revisions
(Answers to BSAT questions and revised pages 9, 38a-38v, 40a-40d, 54a, 54b, 56a-56f, 60a, 60b, 62a-62n, 66a, 66b, 70a, 70b, 72a-72l)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN	PETobin
NAME	Signature
Acting	23 AUG 1994
Title	Date
CNET	
Activity	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER	WEarner
NAME	Signature
	8/27/94
Title	Date

BRAC-95 DATA CALL 20, CHANGE 2
NAS Whiting Field UIC 60508 revisions dated 04 August 1994

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W.B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

9 AUG 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

BRAC-95 DATA CALL 20
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 7/11/94, PAGES 38a-38v, 40a-40d, ~~45a-45d,~~ 54a, 54b, 56a-56f, 60a, 60b, 62a-62n, 66a, 66b, 70a, 70b, 73a-731

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

WBHayden
Signature

Chief of Naval Air Training
Title

9 Aug 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER TWENTY CHANGE ONE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

L.K. Tande
Signature

Commanding Officer
Title

7/12/94
Date

NAS Whiting Field
Activity

CERTIFICATION OF BRAC 95 TRAINING AIR STATION JOINT 20, (MILITARY VALUE) CHANGE TWO INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande	L. Tande
NAME	Signature
Commanding Officer	8/4/94
Title	Date
NAS Whiting Field	
Activity	

Enclosure (5)

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY CHANGE ONE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chair of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for Audit purposes.

ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier	R.O. Abshier
NAME	Signature
Commander	12 Jul 94
Title	Date
Training Air Wing FIVE	
Activity	

Enclosure (4)

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY CHANGE TWO
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

4 Aug 94
Date

Training Air Wing FIVE
Activity

Enclosure (5)

339

Command: **NAS Whiting Field**

Data Call Number Twenty Revisions
(Pages i, ii, iii, iv, 62o-62t, 141-146, and 150)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. W. WRIGHT	T W Wright
NAME	Signature
CNET	9-23-94
Title	Date
CNET	
Activity	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER	W A Earner
NAME	Signature
	10/5/94
Title	Date

WC

E=:1 (λ)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

Date 13 SEP 94

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY (MILITARY VALUE), CHANGE FOUR INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier	R. O. Abshier
NAME	Signature
Commander	8 SEP 94
Title	Date
Training Air Wing FIVE	
Activity	

Enclosure (4)

UIC 60508

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
JOINT 20 (MILITARY VALUE), CHANGE FOUR INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

D. C. Ray
NAME

Signature

Commanding Officer, Acting
Title

08 SEP 94
Date

NAS Whiting Field
Activity

NASWF (20) MILITARY VALUE

CHANGE FOUR REVISION PAGES FOR NASWF DATA CALL TWENTY (MILITARY VALUES)

1. Make the following changes to NAS Whiting Field (UIC 60508) Data Call TWENTY (20):

a. Remove page 150, insert page 150R dated 8 Sep 94.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

WBHayden
Signature

Chief of Naval Air Training
Title

12 SEP 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

WAEarner
Signature

Title

10/5/94
Date

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY (MILITARY VALUE), CHANGE THREE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier	R. O. Abshier
NAME	Signature
Commander	1 SEP 94
Title	Date
Training Air Wing FIVE	
Activity	

Enclosure (4)

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
JOINT 20 (MILITARY VALUE), CHANGE THREE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

L. K. Tande
Signature

Commanding Officer
Title

9/1/94
Date

NAS Whiting Field
Activity

CHANGE THREE REVISION PAGES FOR NASWF DATA CALL TWENTY (MILITARY VALUES)

1. Make the following changes to NAS Whiting Field (UIC 60508) Data Call TWENTY (20):

a. Remove pages i, ii, iii, and iv dated 11 Jul 94, insert pages iR, iiR, iiiR, and ivR dated 1 Sep 94.

b. Remove pages 141, 142, 143, 144, 145, and 146, insert pages 141R, 142R, 143R, 144R, 145R, and 146R dated 1 Sep 94.

~~c. Remove page 150, insert page 150R dated 1 Sep 94.~~ NOT ORIGINAL PAGE 10/3/94

d. Insert pages 62o, 62p, 62q, 62r, 62s, and 62t dated 1 Sep 94.

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

04 OCT

11000
Ser 00R/740
03 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Pages - NAS Pensacola
(2) Revised Page - NAS Whiting Field

1. Reference (a) certified and fowarded the original activity certifications to CNO (N44). Enclosures (1) and (2) contain revised pages which should be incorporated into enclosures (1) and (5), respectively, of reference (a).

C. R. GIMBEL
By direction

Command: NAS Whiting Field

Data Call Number Twenty Revision
(Page 40a)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PET
Signature

Acting
Title

10/4/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME

Signature

Title

Date

BRAC 95 DATA CALL 20
NAS WHITING FIELD UIC 60508

CANTRA REVISIONS OF 9/27/94, PAGE 40

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/739
03 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Page - NAS Meridian
(2) Revised Pages - NAS Whiting Field

1. Reference (a) certified and fowarded the original activity certifications to CNO (N44). Enclosures (1) and (2) contain revised pages which should be incorporated into enclosures (4) and (5), respectively, of reference (a).

C. R. GIMBEL
By direction

Command: NAS Whiting Field

Data Call Number Twenty Revisions
(Pages 96, 110, 141, 142, 150, 166, 192, 198, 204, 205, and 215)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

10/3/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME

Signature

Title

Date

28 SEP RECD

BRAC 95 DATA CALL 20
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 9/23/94, PAGES 96,110,141,142,166,192,198,204,205 & 215

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. LANIER, CDR, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

27 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY (MILITARY VALUE), CHANGE FIVE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier
NAME

R.O. Abshier
Signature

Commander
Title

9/23/94
Date

Training Air Wing FIVE
Activity

Enclosure (5)

UIC 60508

CERTIFICATION OF BRAC 95 TRAINING AIR STATION JOINT 20 (MILITARY VALUE), CHANGE FIVE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

Signature

Commanding Officer
Title

9/23/94
Date

NAS Whiting Field
Activity

NASWF (20) MILITARY VALUE

227

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/826
28 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and fowarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (5) of reference (a).

C. R. GIMBEL
By direction

WC

Command: **NAS Whiting Field**

Data Call Number Twenty Revisions
(Pages 96, 110, 141, 142, 150, 166, 192, 198, 204, 205, and 215)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

10/28/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME

WAEarner
Signature

Title

11/3/94
Date

NAS WHITING FLD UIC 60508
STATION REVISIONS OF 9/23/94, PGS 96,110,141,142,166,192,198,204,205 & 215

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

25 OCT 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

Enc (6)

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY (MILITARY VALUE), CHANGE FIVE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier NAME	R.O. Abshier Signature
Commander Title	23 Sep 94 Date
Training Air Wing FIVE Activity	

UIC 60508

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
JOINT 20 (MILITARY VALUE), CHANGE FIVE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

Signature

Commanding Officer
Title

23 Sept 94
Date

NAS Whiting Field
Activity

NASWF (20) MILITARY VALUE

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

229

11000
Ser 00R/795

11 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Page - NAS Whiting Field

1. Reference (a) certified and fowarded the original activity certification to CNO (N44). Enclosure (1) contains a revised page which should be incorporated into enclosure (5) of reference (a).

C. R. GIMBEL
By direction

WC

Command: **NAS Whiting Field**

Data Call Number Twenty Revision
(Page 162)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

Signature

CNET
Title

20 Oct 94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME

Signature

Title

10/27/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

WBHayden
Signature

CHIEF OF NAVAL AIR TRAINING
Title

14 Oct 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY (MILITARY VALUE), CHANGE SIX
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

R. O. Abshier	R. O. Abshier
NAME	Signature
Commander	12 OCT 94
Title	Date
Training Air Wing FIVE	
Activity	

UIC 60508

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
JOINT 20 (MILITARY VALUE), CHANGE SIX INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chair of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for Audit purposes.

ACTIVITY COMMANDER

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

L. K. Tande
NAME

Signature

Commanding Officer
Title

10/12/94
Date

NAS Whiting Field
Activity

NASWF (20) MILITARY VALUE

SPECIAL USE AIRSPACE REPORT FOR PENSACOLA NORTH MOA

1. Restricted area number/MOA name: **Pensacola North Military Operating Area**

2. Period of report: **1 October 1992 - 30 September 1993**

3. Published hours of operation: **Sunrise to Sunset, Monday - Saturday Occasionally nighttime operations to midnight**

4. Altitudes:
   a. Published Altitudes: **10,000 MSL to but not including FL 180**
   b. ATCAA airspace associated: **Yes (Eagle Bravo ATCAA)**
   c. ATCAA altitudes available per LOA: **FL 180 - FL 200**

5. Activities:

   a. Aircraft Operations
      (1) Aircraft types: **T-34C**
      (2) Maximum altitude/flight level: **17,999**
      (3) Activities conducted in the area: **Progressive Spins**
          Maintenance Flights
          Standardization Flights
          Basic Instruments
      (4) Area used for supersonic operation: **No**

   b. Artillery/Mortar/Missile (restricted Area):
      (1) Type: **N/A**
      (2) Maximum ordinate: **N/A**
      (3) Purpose/Mission: **N/A**

   c. Other Operations:
      (1) Type: **N/A**
      (2) Maximum altitude: **N/A**
      (3) Purpose/Mission: **N/A**

6. Area Coverage Available:
   a. Communications: **371.9 and 338.3**
   b. Radar/Type: **Citronelle - ARSR-1**
   c. ATC services provided: **Flight following by JAX Center**

7. Usage:

   a. Total number of air operations for period of report: **4,555 Sorties**

   b. Total number of days area was:
      (1) Scheduled: **313 Days**
      (2) Activated: **247 Days: 313 days - 52 Saturdays - 10 holidays - 4 safety stand downs**
      (3) Used: **247 Days**

ATTACHMENT 2

c. Total number of hours area was:
   (1) Scheduled: **5478 Hours: 313 days x 17.5 hrs**
   (2) Activated: **247 days. Exact information is not available at this command.**
   (3) Used: **247 days. Exact information not available at this command.**

8. Released to controlling agency for public use (Joint Use):

   a. Total number of hours released for period reported: **Total 3,339 Hours: 247 weekdays x 6.5 hrs + (112 weekend, holidays and safety stand downs x 24 hours)**

   b. Total number of hours area was active and nonparticipating aircraft were permitted simultaneous access: **Information not available at this command. Activated on a real time basis by Jacksonville Center.**

   c. Total number of weekdays area was not activated: **14 (includes 10 holidays)**

   d. Total number of weekend and holiday days area was not activated: **114 Days**

9. New chart submitted or no change: **No Change**

10. Other pertinent information: **N/A**

SPECIAL USE AIRSPACE REPORT FOR EAGLE BRAVO ATCAA

1. Restricted area number/MOA name: **Eagle Bravo ATCAA**

2. Period of report: **1 October 1992 - 30 September 1993**

3. Published hours of operation: **Sunrise - Sunset Daily**

4. Altitudes:
   a. Published altitudes: **FL 180 - FL 200**
   b. ATCAA airspace associated: **No**
   c. ATCAA altitudes available per LOA: **N/A**

5. Activities:

   a. (1) Aircraft types: **T-34C**
      (2) Maximum altitude/flight level: **FL 200**
      (3) Activities conducted in the area: **Post Maintenance Check Flights**
      (4) Area used for supersonic operations: **No**

   b. Artillery/Mortar/Missile (Restricted Area):
      (1) Type: **N/A**
      (2) Maximum ordinate: **N/A**
      (3) Purpose/Mission: **N/A**

   c. Other Operations:
      (1) Type: **N/A**
      (2) Maximum altitude: **N/A**
      (3) Purpose/Mission: **N/A**

6. Area Coverage Available:
   a. Communications: **309.8 and 345.0**
   b. Radar/Type: **ASR-8**
   c. ATC services provided: **Flight following by Pensacola TRACON**

7. Usage:

   a. Total number of air operations for period of report: **495 Sorties**

   b. Total number of days area was:
      (1) Scheduled: **N/A**
      (2) Activated: **N/A**
      (3) Used: **N/A**

   c. Total number of hours area was:
      (1) Scheduled: **N/A**
      (2) Activated: **N/A**
      (3) Used: **N/A**

~~Encl (3)~~
ATTACHMENT 3

8. Released to controlling agency for public use (Joint Use):

   a. Total number of hours released for period reported: **N/A**

   b. Total number of hours area was active and nonparticipating aircraft were permitted simultaneous access: **N/A**

   c. Total number of weekdays area was not activated: **N/A**

   d. Total number of weekend/holiday days area was not activated: **N/A**

9. New chart submitted or no change: **No change**

10. Other pertinent information: **N/A**

SPECIAL USE AIRSPACE REPORT FOR PENSACOLA SOUTH MOA

1. Restricted Area/Moa name: **Pensacola South Military Operating Area**

2. Period of report: **1 October 1992 - 30 September 1993**

3. Published hours of operation: **Intermittent, Sunrise - 2400 Monday - Saturday. Contact nearest Flight Service Station**

4. Altitudes:
   a. Published altitudes: **10,000 MSL to but not including FL 180**
   b. ATCAA airspace associated: **Yes (Eagle Alpha ATCAA)**
   c. ATCAA altitudes available per LOA: **FL 250 - FL 400**

5. Activities:

   a. Aircraft Operations:
      (1) Aircraft types: **T-34C**
      (2) Maximum altitude flight level: **17,999**
      (3) Activities conducted in the area: **Progressive Spins, Maintenance Flights**
      (4) Area used for supersonic operations: **No**

   b. Artillery/Mortar/Missile (Restricted Area):
      (1) Type: **N/A**
      (2) Maximum ordinate: **N/A**
      (3) Purpose/Mission: **N/A**

   c. Other Operations:
      (1) Type: **N/A**
      (2) Maximum altitude: **N/A**
      (3) Purpose/Mission: **N/A**

6. Area Coverage Available:
   a. Communications: **309.8 and 345.0**
   b. Radar/Type: **ASR-8**
   c. ATC services provided: **Flight following by Pensacola TRACON**

7. Usage:

   a. Total number of air operations for period of report: **105 Sorties**

   b. Total number of days area was:
      (1) Scheduled: **N/A**
      (2) Activated: **N/A**
      (3) Used: **N/A**

c. Total number of hours area was:
   (1) Scheduled: **N/A**
   (2) Activated: **N/A**
   (3) Used: **N/A**

8. Released to controlling agency for public use (Joint Use):

   a. Total number of hours released for period reported: **N/A**

   b. Total number of hours area was active and nonparticipating aircraft were permitted simultaneous access: **N/A**

   c. Total number of weekdays area was not activated: **N/A**

   d. Total number of weekend/holiday days area was not activated: **N/A**

9. New chart submitted or no change: **No change**

10. Other pertinent information: **N/A**

BRAC95 DATA JOINT 20 (MILITARY VALUE)
CERTIFICATION SUMMARY LIST
NAS WHITING FIELD
(C) (904)-623-****
(A) 868-****

WHITING FIELD

L. K. Tande, CAPT, USN.
Commanding Officer
-7121

Sammy L. Vickers, CDR, USN.
Executive Officer
-7121

D.C. Ray, CDR, USN
Operations Officer
-7196

Walter R. Martin, GS-12
Aviation/Community Planner
-7196

Donald A. Clack, ENS, USN.
Asst. Aviation Planner
-7196

Andrew S. Marshall, ENS, USN.
Asst. Aviation Planner
-7196

Edward M. Dee, GS-12
MWR Director
-7221

Joel O. Carr, DCC, USN.
LCPO, Disaster Preparedness
-7380

Guy B. Girod, AC2, USN
Air Traffic Controller
-7371

Anthony C.McGrew, AC2, USN
Air Traffic Controller
-7372

Julia Catone
Environmental Planner
-7181 ext. 38

Leslie Schisler, GS-12
Management Analyst Officer
-7594

Enclosure (3)

John L. Ball, CDR, USN.
Public Works Officer
-7268

G. J. McCaffrey, LCDR, USN.
Air Traffic Control (ATC) Facility Officer
-7371

C. M. Barbeau, ENS, USN
Billeting Officer
-7605

Les Lassiter
Facility Planner
-7181

Thomas A. Kraus, GMC (SW), USN.
Weapons Officer
-7649

Lud Opager, GM-13
Engineering Director, Public Works
-7181

Jerrel Anderson, GS-12
Planning Director, Public Works
-7181

Glenn White
Utilities Engineer
-7181

Jane Garton
Director, Child Development Center
-7293

R. A. Osteen
Housing Manager
-9726

TRAINING AIR WING FIVE

R. O. Abshier, CAPT, USN.
Commander
-7555

Dallas Nobles, LTCOL, USMC.
Operations Officer
-7147

Hal Tuten, CDR, USN
Plans Officer
-7139

BRANCH MEDICAL CLINIC

Mike Mathieu, LCDR.
Officer in Charge, Acting
Branch Medical Clinic
-7568

BRANCH DENTAL CLINIC

G. B. Grantham, CAPT, DC, USN
Director, Dental Clinic
-7568

PERSONNEL SUPPORT DETACHMENT

Randy Harris, LT.
Officer in Charge
-7159

NAVAL OCEANOGRAPHY COMMAND DETACHMENT

J. M. Kuhn, AGC, USN.
CPO, Acting
-7119

US CUSTOMS, PENSACOLA AIR UNIT

J. J. Gambold
Customs Pilot
-7765

1) DER, DNR, COE, Escambia County Health Department and ECUA review and make recommendations and or comments on the project.

2) Findings of the County Staff.

3) Cumulative effect of development.

After review of the above stated criteria by the BOA and BCC, each will make a finding of facts as to the approval or disapproval of the project.

Section 16 - Airport Land Use.

The following are regulations under which development will take place around private and military airports within the unincorporated areas of the County. These specific areas are delineated as Airport Environs and Noise Zones on the Land Use Map Series (for regulation of land use and density), and on the Height Limitation Map for regulation of height limitation. Unless otherwise indicated, the regulations of this section will apply to the Airport Environs Areas and Height Limitation Areas only. Further, there are certain general regulations of this ordinance which apply to this section and they are so noted.

PART I

FINDINGS

These Regulations are adopted pursuant to the authority conferred by Chapters 125, 163 and 333, Florida Statutes. It is hereby found that incompatible land uses have the potential for being hazardous to aircraft operations as well as to the persons and property on the ground in the vicinity of the incompatible land use. Incompatible land use reduces the size of areas available for the landing, taking off and maneuvering of aircraft, thus, tending to destroy or impair the utility of Pensacola Regional, NAS Pensacola, Ferguson and Coastal Airports and OLF Saufley, OLF Bronson, OLF Site 6, OLF Site 8 and Corry Hospital Heliport and the public investment therein. Accordingly, it is declared:

1. That the creation or establishment of incompatible land use around airports is a nuisance and injurious to the region served by the Pensacola Regional, Ferguson and Coastal Airports and NAS Pensacola, OLF Saufley, OLF Bronson, OLF Site 6, OLF Site 8, and Corry Hospital Heliport;

2. That it is necessary in the interest of the public health, public safety, and general welfare that land uses be controlled so as to prevent incompatible land uses around airports. Airport operations produce noise which when certain levels are exceeded is not compatible with residential uses and certain commercial and industrial uses which are not properly soundproofed. It is further declared that both the prevention and creation or establishment of incompatible land uses, structures and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which the political subdivision may raise and expend public funds and acquire land or interests in land.

PART II

APPLICABILITY

The regulations on land uses set forth herein are applicable to all lands designated as Accident Potential Zones or Noise Zones on the official "Escambia County Airport Zoning Map Series". In addition all of the property as designated on the "Height Limitations Maps" are regulated pursuant to the provisions of this Ordinance for height limitations only. All property outside of the designated Accident Potential Zones or Noise Zones as set forth on the official "Escambia County Airport Zoning Map Series" will be regulated as to land uses by the "Urban Area Land Use Regulations Ordinance". The official maps

11) Alteration. Any construction which would result in a change in height or lateral dimensions of an existing structure.

12) Board of Adjustment. A board which is authorized to perform certain functions (Also known as Escambia County Zoning Board of Adjustment).

13) Clear Zone(NAS Pensacola). A fan shaped area extending outward 3,000 feet from the end of each runway. The inner boundary is the same width as the primary surface and commencing 200 feet from the threshold, expands at an angle of 7 degrees 58 minutes and 11 seconds to a width of 2,284 feet. The Type I clear zone is the first 1,000 feet adjacent to the end of runway. The Type II clear zone is 500 feet wide and extends outward from the Type I clear zone on the extended centerline. The type III clear zone is laterally adjacent to the Type II clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I, Type II, or Type III clear zones.

14) Clear Zone(OLF Saufley). The area adjacent to the runway end extending outward for 3000 feet with a width of 1000 feet centered on the extended runway centerline. The Type I clear zone is the first 1000 feet adjacent to the end of the runway. The Type III clear zone is the same width, and extends outward 2000 feet from the Type I clear zone on the extended centerline. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction shall penetrate the approach departure surface in the Type III clear zone.

15) Construction. The erection or alteration of any structure either of a permanent or temporary character.

16) Day-Night Average Sound Level (Ldn). A basic measure for quantifying noise exposure, namely: The A-weighted sound level averaged over a 24-hour time period, with a 10 decibel penalty applied to night time (10:00 p.m. to 7:00 a.m.) sound levels.

17) Decibel (dB). A unit for measuring the relative loudness of sound or sound pressure equal approximately to the smallest degree of difference of loudness or sound pressure ordinarily detectable by the human ear, the range of which includes about 130 decibels on a scale beginning with 1 for the faintest audible sound.

18) dBA. The unit of noise level measured in accordance with the "A-weighted scale" which replicates the response characteristics of the ear. This scale is a quantity, in decibels, read from a standard sound-level meter with A-weighting circuitry. The A-space weighting discriminates against the lower frequencies according to a relationship approximating, and to more accurately reflect the auditory sensitivity and response of the human ear. The A-scale sound level measures approximately the relative "noiseness" or "annoyance" of many common sounds.

19) Decision Height. The height at which a pilot must decide during an instruction approach (i.e., landing) to either continue the approach or to execute a missed approach and regain altitude.

20) Dwelling Unit. A structure or portion of a structure designed or occupied as self-contained living quarters for one family.

21) Easements. A servitude imposed as a burden on land. Easements regarding airport facilities usually involve a form of right of way above the land together with a restriction applied to the uses to which the land itself may be put in order to avoid interference with airport operations.. Nothing in this Ordinance or in the FAR, Part 77, regulations adopted hereby shall limit,

37) Precision Instrument Runway. A runway having an instrument approach procedure utilizing an instrumented landing system with glide slope information.

38) Runway. A defined area on an airport prepared for landing and takeoff of aircraft along its length.

39) Sanitary Landfill. A site for solid waste disposal.

40) Single-family Dwelling. A structure which is designed for or occupied exclusively as a residence for one family.

41) Special Exception. A use that would not be appropriate generally throughout a particular district, but which, if controlled as to number, area, location, or relations to the neighborhood, would not adversely affect the public health, safety, existing property value and the general welfare.

42) Structure. Any object constructed or installed by man, including but not limited to, buildings, towers, smokestacks, utility poles and overhead transmission lines.

43) Surface. An imaginary geometric plane enclosing an area, penetration into which may be restricted, prohibited or controlled.

44) Tree. Any woody plant.

45) Urban Area. That part of Escambia County, Florida, south of the Tallahassee base line, excluding incorporated areas and those areas presently subject to zoning pursuant to Special Acts of the Legislature including but not limited to areas in the vicinity of the University of West Florida, Santa Rosa Island and Perdido Key.

46) Use. The purpose for which land or a building is arranged, designed, occupied or maintained.

47) Utility Runway. A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight.

48) Variance. A modification of these regulations when such modification will not be contrary to the public interest and when, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship.

49) Visual Runway. A runway intended solely for the operation of aircraft using visual approach procedures and no instrument designation indicated on a FAA approved airport layout plan, a military services approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

PART IV

HEIGHT LIMITATIONS

In order to carry out the provision of this Ordinance, there are hereby created and established certain airport zones and surfaces. These zones and surfaces are shown on the official "Escambia County Land Use Map Series" and "Height Limitations Maps" which can be viewed at the Escambia County Planning and Development Department, 1190 West Leonard Street, and by reference made a part hereof.

When a lot is divided into sections, the more restrictive height limitations shall apply.

An area located in more than one of the described zones and surfaces is considered to be only in the zone and surface with the more restrictive height limitation.

a) Pensacola Regional

Runway 25 - 4,000 feet. Runways 16/34 and 07 - 16,000 feet.

b) Coastal and Ferguson Airports

1,250 feet.

2) The approach surface extends for a horizontal distance of:

a) Pensacola Regional

Runway 25 - 10,000 feet. Runways 16/34 and 07 - 50,000 feet.

b) Coastal and Ferguson Airports
5,000 feet.

3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

4) Permitted height limitation within the approach surfaces is the same as the inner edge and increases with horizontal distance outward from the inner edge as follows:

a) Pensacola Regional.

Runway 25 - Permitted height increases one foot vertically for every 34 feet of horizontal distance for all non-precision instrument runways other than utility; and

Runways 16/34 and 07 - Permitted height increase one foot vertically for every 50 feet of horizontal distance for the first 10,000 feet and then increase one foot vertically for every 40 feet of horizontal distance for an additional 40,000 feet for all precision instrument runways.

b) Coastal and Ferguson Airports.

Permitted height increases one foot vertically for every 20 feet of horizontal distance for all utility and visual runways. The slope starts at the runway ends.

E. Transitional Surface. The area extending outward from the sides of the primary surfaces and approach surfaces connecting them to the horizontal surface. Height limits of the transitional surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of one foot vertically for every seven feet horizontally, with the horizontal distance measured at right angles to the runway centerline and extended centerline, until the height matches the height of the horizontal surface or conical surface or for a horizontal distance of 5,000 feet from the side of the part of the precision approach surface that extends beyond the conical surface.

2. Military Airports. The various zones, surfaces and height limitations are hereby established for military airports (Attachment B) as follows: Additional maps depicting said zones, surfaces and height limitations are available at the Escambia County Planning and Development Department and by reference, made a part hereof.

A. NAS Pensacola

beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

B. OLF Saufley

Runways 5/24 and 14/32;

1) Primary Surface. The area located on the ground or water, longitudinally centered on each runway and extending 200 feet beyond the runway end, with a width of 1000 feet. Except as provided for in the permitted use sections contained herein, no structure of obstruction that is not a part of the landing and take-off area is permitted in the primary surface.

2) Clear Zone. The area adjacent to the runway end extending outward for 3000 feet with a width of 1000 feet centered on the extended runway centerline. The Type I clear zone is the first 1000 feet adjacent to the end of the runway. The Type III clear zone is the same width, and extends outward 2000 feet from the Type I clear zone on the extended centerline. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction shall penetrate the approach departure surface in the Type III clear zone.

3) Inner Horizontal Surface. The area encompassing the runways and primary surface, and clear zones with an outer perimeter formed by swinging arcs 7,500 feet radius about the centerline at the end of each runway and connecting adjacent arcs by lines tangent to these arcs. No structure or obstruction will be permitted in the inner horizontal surface of a greater height than 150 feet above the airport elevation.

4) Conical Surface. The area extending from the periphery of the inner horizontal surface outward and upward at a slope of one foot vertically for every 20 feet for a horizontal distance of 7,000 feet to a height of 500 feet above airport elevation.

5) Outer Horizontal Surface. The area extending outward from the outer periphery of the conical surface for a distance of 30,000 feet. The height limits within the outer horizontal surface is 500 feet above airport elevation.

6) Approach Surface. The area longitudinally centered on each runway extended centerline with an inner boundary 200 feet out from the end of the runway and the same width as the primary surface, then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach surface commence at the height of the runway end and increase at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.

7) Transitional Surface. The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every

d) Heliport Transitional Surface. An area that connects the heliport primary surface and the heliport approach surface, upward and outward of the heliport primary surface at a slope ratio of two feet vertically for every one foot horizontally for a distance of 250 feet from the centerline of the pad.

PART V

AIRPORT ENVIRONS, USES AND SITE AND BUILDING REQUIREMENTS

Number 1 - Airport Environs Area

Certain airport environ areas have been established around each of the airports within the County. These environ areas have been identified through data provided to the County from the United States Navy and City of Pensacola in studies completed by each of the entities for the airfields which they operate. These studies have established accident potential zones and noise zones for each of the airports as follows:

Where an Airport Environs boundary line divides the lot of record into equal sections, the more restrictive zoning classifications shall regulate. If a lot of record is divided into unequal sections the regulations shall be those applicable to the larger section.

A. Military Accident Potential Zones (APZ's) are divided into three types along primary flight paths. The Clear Zone is an area which possesses a high potential for accidents. APZ 1 is the area normally beyond the Clear Zone which possesses a significant potential for accidents. APZ 2 is an area normally beyond APZ 1 which has a measurable potential for accidents.

Accident Potential Zones	Zone Type
A	Clear
B	APZ 1
C	APZ 2

B. Airport Noise Zones are hereby established as follows:

Airport Noise Zones	Ldn Values	Correspond to City of Pensacola Noise Zone
1	65 - 70	A
2	70 - 75	B
3	Greater than 75	C

For Pensacola Regional Airport Noise Zones and for the Land Use objective and limitations applicable thereto within the corporate boundaries of the City of Pensacola, refer to City of Pensacola Ordinance #43-82, or an approved successor, known as the Comprehensive Airport Ordinance.

C. Airport Environs Zones are hereby established as follows:

Area	Characteristics
A	Clear Zone
B3	Accident Potential Zone 1 and Noise Zone 3
B2	Accident Potential Zone 1 and Noise Zone 2
B1	Accident Potential Zone 1 and Noise Zone 1
B	Accident Potential Zone 1

(MERS) Provision (Article VII, Section 10) of these Regulations or 40 feet, whichever is greater.

F. Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 40 feet, whichever is greater.

G. Building Height Requirement. See Part IV, Height Limitations.

3. Landscaping.

See Article VII, Section 13.

4. Signs.

See Article VII, Section 7.

Number 3 - Airport Environ Area B3 (0-3 DU's/acre)

1. Uses Permitted.

A. Single Family dwellings and their customary accessory structures and uses.

B. Mobile (residential) Homes. Replacement and new mobile homes must meet Department of Housing and Urban Development (HUD) certification standards and have a HUD seal attached to the unit.

C. Railroads and Rapid Transit, on grade.

D. Highways and street rights-of-way.

E. Automobile Parking.

F. Communications Facilities.

G. Public utilities (except above ground transmission lines.)

H. Community and Regional Parks. Spectator stands are not permitted.

I. Golf courses and riding stables. Clubhouses are not permitted. Meeting places, auditoriums and similar uses for gatherings of more than 25 people are not permitted.

J. Water based recreation. Clubhouses are not permitted.

K. Agricultural activities, the growing of crops and plants, livestock grazing and customary accessory buildings.

L. Forestry activities.

2. Special Exceptions.

A. Churches with attendant buildings and facilities. Schools or day care facilities which operate on a five day a week basis are not permitted.

B. Industrial and manufacturing uses of the following types:

1) Lumber and wood product
2) Furniture and fixtures
3) Paper and allied product
4) Printing and publishing
5) Distribution warehousing

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side., On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

G. Building Height Requirement. See Part IV, Height Limitations.

H. Minimum Total Area and Width. No area shall be utilized as an Industrial/Manufacturing Area that does not have a minimum area of five acres and a minimum width at the street right-of-way line of 400 feet.

I. Commercial Screening Adjacent to Residential Areas. Where a lot utilized for a commercial use abuts a side or rear lot line of any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be attained within 18 months of the issuance of the Certificate of Occupancy.

Industrial Screening Adjacent to Residential Areas. Where a lot utilized for an industrial use abuts any residential lot, no structure on said lot shall be erected within 75

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and buildings requirements shall be the same as in Part V, Number 3 - Airport Environ Area B3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 6 - Airport Environ Area B (0-3 Du's/Acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Buildings Requirements, site and buildings requirements shall be the same as in Part V, Number 3 - Airport Enviorn Area B3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 7 - Airport Environ Area C3 (0-3 Du's/Acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

B. Public utilities including above ground transmission lines.

C. Governmental services. Meeting places, auditoriums and similar uses for gatherings of more than 25 people are not permitted.

D. Golf courses and riding stables. Clubhouses are not permitted. Meeting places, auditoriums and similar uses for gatherings of more than 50 people are not permitted.

D. Residential Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

G. Building Height Requirement. See Part IV, Height Limitations.

H. Minimum Total Area and Width. No area shall be utilized as an Industrial/Manufacturing Area that does not have a minimum area of five acres and a minimum width at the street right-of-way line of 400 feet.

I. Commercial Screening Adjacent to Residential Areas. Where a lot utilized for a commercial use abuts a side or rear lot line of any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 7 - Airport Environ Area C3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 10 - Airport Environ Area C (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 7 - Airport Environ Area C3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 11 - Airport Environ Area 3 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Multi-family dwellings (governed under lot coverage provisions as to density.)

C. Group quarters.

D. Government services.

Building Height	Maximum Lot Coverage
1 and 2 stories	55%
3 and 4 stories	50%
5 and 6 stories	45%
7 to 9 stories	40%
10 to 13 stories	35%
over 13 stories	30%

Industrial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area, except as provided for in the Escambia County Lot Coverage Ordinance No. 85-29, as amended, or any duly authorized successor ordinance.

C. Residential Lot Width. The minimum lot width at the front building line shall be 80 feet and at the street right-of-way 50 feet. Every cul-de-sac shall have a minimum of 20 feet at the street right-of-way.

Commercial Lot Width. There shall be no minimum lot width.

Industrial Lot Width. There shall be no minimum lot width.

D. Residential Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

3. Site and Building Requirements.

A. Site and building requirements shall be the same as in Part V, Number 11 - Airport Environ Area 3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 13 - Airport Environ Area 1 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Nature exhibits.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 11, Airport Environ Area 3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

PART VI

USES INTERFERING WITH AIRCRAFT

It is unlawful to establish, maintain or continue any use within the County in such a manner as to interfere with the operation of aircraft. The following requirements shall apply to all lawfully established uses within the County.

1. All lights or illumination used in conjunction with street, parking, signs or use of land and structures shall be arranged and operated in such a manner that is not misleading or dangerous to aircraft operating from an airport or in a vicinity thereof as determined by the airport operator.

ARTICLE ELEVEN

AIRPORT ENVIRONS

11.00.00 FINDINGS: The Board of County Commissioners of Santa Rosa County has considered, among other things, the character of the operations conducted and proposed to be conducted at the various airports in the applicable areas of Santa Rosa County, the nature of the terrain and the character of the area within the airport hazard area; the current uses of property and the uses for which it is applicable, and the Board finds as follows:

A. There exist airports within Santa Rosa County and in proximity to Santa Rosa County whose operations are potentially inimical to the health, safety and general welfare of the citizens of Santa Rosa County;

B. Airport hazards endanger the lives and property of users of airports and occupants and owners of property in their vicinity;

C. Airports produce noise which is not compatible with residential uses and certain commercial and industrial uses;

D. Obstructions reduce the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment therein;

E. The creation or establishment of an airport hazard injures the community served by the airport in question; and

F. In the interest of the public health, safety and general welfare, it is necessary that the creation or establishment of airport hazards be prevented.

11.01.00 APPLICABILITY: The regulations on land use set forth herein are applicable to all lands within the delineated zones set forth on Maps 1 (Airport Environs Zones) and 2 (Height Limitations), which are incorporated herein by reference and which are available for review and inspection in the Office of the Santa Rosa County Planning Director.

11.02.00 CONFLICTING REGULATIONS: In the event of conflict between any regulations in this article and any other regulations applicable to the same property, the more stringent limitation or regulation shall govern and prevail.

ATTACHMENT 7

D. Conical Surface: The area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. Height limitations for structures in the conical surface are 150 feet above airport height at the inner boundary and increases one foot vertically for every 20 feet horizontally to a height of 350 feet above airport height at the outer boundary.

E. Approach Surface: An area longitudinally centered on the extended runway centerline and extending outward from each end of the primary surface. An approach surface is designated for each runway based upon the type of approach available or planned for at the runway end. The inner edge of the approach surface is the same width as the primary surface and expands uniformly to a width for each runway as set out hereinafter for each airport.

F. Transitional Surface: The area extending from the side of the primary surface and approach surfaces and connecting them to the horizontal surface. Height limits within the transitional -surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of one foot vertically for every 7 feet horizontally with the horizontal distance measured at right angles to the runway centerline and the extended centerline, until the height matches the height of the horizontal surface or conical surface. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

11.03.02 Military Airports: The various zones and surface height limitations are hereby established for military airports:

A. Primary Surface: An area longitudinally centered on each runway and extending 200 feet beyond the runway end. The width of the primary surface varies for the type of aircraft accommodated as follows:

1. Jets and large turbo-prop aircraft - 1,500 feet.

2. Prop and small turbo-prop aircraft - 1,000 feet.

B. Clear Zone: The area adjacent to the landing threshold extending outward for 3,000 feet. The width varies as follows:

1. Jets and large turbo-prop aircraft - fan-shaped, the inner boundary is the same width as the primary surface and commencing 200 feet out

11.03.03 Naval Helicopter Outlying Fields: The various zone and surface height limitations are hereby established for Naval helicopter outlying fields:

A. Primary Surface: An area horizontally centered on the helipad at the established elevation of landing, 150 feet wide and 150 feet in length.

B. Takeoff Safety Zone: The takeoff safety zone shall be used as the clear zone. It is an area which underlies the first 400 feet of the approach-departure surface [refer to 3].

C. Approach-Departure Surface: An inclined plane which flares upward and outward from the helipads longitudinally extended centerline which starts at the end of the primary surface with the same width as the primary surface and expands to a width of 500 feet, 4,000 feet from the primary surface. The slope ratio is 1 foot vertically for every 10 feet horizontally.

D. Transitional Surface: The area which extends outward and upward from the lateral boundaries of the primary surface and from the approach surface at a slope of 2 to 1 for a distance of 250 feet from the centerline of the landing area.

E. Helicopter Traffic Pattern Airspace: No structure shall exceed 200 feet above ground level in the traffic pattern airspace. The area protected around each helicopter OLF is determined by the capacity limit of the OLF.

11.04.00 Use Restrictions: Notwithstanding any provision of Article 6 of this ordinance, the permitted land use for any property within the Airport Environs Area shall be modified as set forth in Table 11-1.

11.04.01 Key to Table 11-1

A. Accident Potential Zones (APZ's) are divided into three types along primary flight paths. The Clear Zone is an area which possesses a high potential for accidents. APZ 1 is the area normally beyond the Clear Zone which possesses a significant potential for accidents. APZ 2 is and are normally beyond APZ 1 which has a measurable potential for accidents.

B. Airport Noise Zones are hereby established as follows:

3. Unacceptable Development: The land uses permitted by Article Six are incompatible with and prohibited by the airport environs zone in which the property is located.

11.04.02 Conditions for Development: This section is intended to be used with Table 11-1. For the purposes of this section, NLR means Noise Level Reduction.

A. No passenger terminals are permitted.

B. No structures (except airfield lighting), buildings or above ground utility communications lines shall be located in the Clear Zone.

C. Permitted only within height constraints.

D. Hunting and Fishing is permitted only for wildlife control.

E. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA, A-weighted (dBA) reception, office, retail and employee lounge areas.

F. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA throughout the facility.

G. Chapels are not permitted.

H. Development is subject to the condition that spectator stands are not built as part of this land use operation.

I. Development is subject to the condition that clubhouses are not built as part of this land use operation.

J. Development is subject to the condition that concentrated rings with classes larger that 25 are not built as part of this land use operation.

K. Residential structures are not permitted.

L. Compatible development is conditioned on design and construction providing for an NLR of 25 dBA in reception, office, retail and employee lounge areas.

M. Compatible development is conditioned on design and construction providing for an NLR of 25 dBA throughout the facility.

TABLE 11 - 1

LAND USE OBJECTIVES

LAND USE CATEGORY	AIRPORT ENVIRON AREAS								
	A	B3	B2	B1	C3	C2	C1	3	2
RESIDENTIAL:									
Single Family Dwellings	No	No	*24,14	*24	No	*16,17	*16	No	*17
2 Family Dwellings; Multi-Family Dwellings; Mobile Home Parks or Courts	*17		No	No	No	No	No	No	NoN
Group Quarters; Residential Hotels; Transient Lodgings	No	No	No	No	No	No	No	*21	*17
INDUSTRIAL/MANUFACTURING:									
Food and Kindred Products; Textile Mill Products	No	No	No	No	*5	*12	Yes	*5	*12
Apparel; Chemicals & Allied Products Activities; Petro Refining & Related Rubber & Misc. Plastic Products	No	No	No	No	No	No	No	*5	*12
Lumber & Wood Products; Furniture & Fixtures; Paper and Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight; Warehousing *5	*12		No	*5	*12	Yes	*5	*12	Yes
Professional, Scientific & Control Instruments	No	No	No	No	No	*12	No	*5	*12

*6									
Furniture; Home Furnishings (Retail)	*13								
Eating & Drinking Establishments	No	No	No	No	*6	*12	Yes	*6	*13
	No	No	No	No	No	No	No	*14	*6

PERSONAL & BUSINESS SERVICES:

Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	No	No	No	No	*14	*6	Yes	*14	*6
Repair Services; Contract Construction Services	No	*6	*13	Yes	*6	*13	Yes	*6	*13
Automobile Service Stations	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

PUBLIC & QUASI-PUBLIC SERVICES:

Government Services	No	No	No	No	No	*13,18	*20	*6	*13
Educational Services; Cultural Activities; Non-Profit Organizations		No	No	No	No	No	No	No	No4
Medical & Other Health Services	No	No	No	No	No	No	No	*6	*14
Cemeteries	No	*7	*7	*7	*7	*7	*7	Yes	Yes

Agriculture Related Activities	No	*11	*24,17	*24	*11	*17	Yes	No	*17
Forestry Activities	*3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fishing Activities	*4	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mining Activities	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Undeveloped Areas; Unused Land Areas; Permanent Open Space; Water Areas	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes								

11.06.01 Hazard Marking and Lighting: In granting any permit or variance under this article, the Building Inspection Department or the Board of Adjustment may, if it deems such action advisable to effectuate the purposes of this ordinance and reasonable under the circumstances, so condition such permit or variance as to require the owner of the structure or tree in question to permit Santa Rosa County or the United States Government, at its own expense, to install, operate and maintain thereon, such markers and lights as may be necessary to indicate to flyers the presence of an airport hazard.

11.07.00 NONCONFORMING USES: No provision of this article shall require the removal, lowering, or other change or alteration of any structure or tree not conforming to these regulations when adopted or amended, or otherwise interfere with the continuance of any nonconforming use, except as set forth herein.

11.07.01 No nonconforming structure or tree shall be increased, permitted to grow taller or otherwise become a greater hazard to air navigation than it was when it became nonconforming.

11.07.02 In the event that a nonconforming use or nonconforming structure has been abandoned for a period of one year or is more than eighty percent torn down, destroyed, deteriorated, or decayed, the structure or use shall not be resumed, repaired or reconstructed except in conformance with all applicable regulations.

11.07.03 Within zones A, B1 and C1 for OLF Holley, single family dwellings, up to a density of four units per acre, may be placed or constructed on any existing or future lot despite the fact that it does not conform with the minimum lot requirements set forth in paragraphs (B), (P) and (X) of Section 11.04.02.

11.08.00 PERMITS

11.08.01 No new structure or use may be constructed or established or any existing use or structure substantially changed or altered or repaired within the airport hazard area unless a permit has been granted by the Building Inspection Department. Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particularity to permit a determination as to whether the resulting use, structure or growth would conform to the regulations herein prescribed. If the determination is affirmative, the permit shall be granted. No permit shall be granted that would allow the creation of an airport hazard.

11.08.02 No nonconforming structure or tree may be replaced, substantially altered or repaired, rebuilt, allowed to grow higher or replanted within the airport hazard area unless a permit has been granted by the Building Inspection Department. No permit shall be granted that would permit a

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in an Airport Environs Zone and I have consulted Article Eleven of the Santa Rosa County Land Development Code to determine the restrictions which have been placed on the subject property.

Dated this ____ day of _____, 19___.

_____ _____

Witness Purchaser/Lessee

11.10.00 APPEALS

A. Any person aggrieved, or taxpayer affected, by any decision of an administrative official or agency made in its administration of the regulations adopted under this article, or any governing body of a political subdivision, which is of the opinion that a decision of such an administrative official or agency is an improper application of airport zoning regulations of concern to such governing body or board, may appeal to the Board of Adjustment the decisions of such administrative official or agency. Appeals shall be made and heard pursuant to Section 2.03.00et. seq. of this ordinance.

B. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the agency or official from which the appeal is taken, certifies to the Board of Adjustment (BOA), after the notice of appeal has been filed with it, that by reasons of the facts stated in the certificate a stay would, in its opinion, cause imminent peril to life or property. In such cases, proceedings shall not be stayed otherwise than by an order of the BOA on notice to the agency from which the appeal is taken and on due cause shown.

11.10.01 Special Exception - Private Airports and Helicopter Landing Sites: In addition to the special exceptions which may be considered by the BOA pursuant to Section 2.04.000 of this ordinance, the Board may grant a special exception for a private airport or helicopter landing site if it finds the following:

A. That the applicant has obtained all necessary permits from state and federal agencies for the operation of the facility;

B. That the proposed use is consistent with the highest order of safety;

11.11.01 Remedies

A. Whether an application is made for a permit or not, the Building Inspection Department may, by appropriate action, compel the owners of the nonconforming structure or tree that has been abandoned or is more than eighty percent torn down, destroyed, deteriorated or decayed, at the owner's expense, to lower, remove, reconstruct or equip such object as may be necessary to conform to the regulation.

B. If the owner of the nonconforming structure or tree shall neglect or refuse to comply with such order for ten days after notice thereof, the Planning Board (LPA) may report the violation to the Board of County Commissioners which may proceed to have the object so lowered, removed, reconstructed or equipped and assess the cost and expense thereof upon the object of land whereon it is or was located.

C. Unless such an assessment is paid within ninety days from the service of notice thereof on the owner or his agent, the sum shall be a lien on said land and shall bear interest hereafter at the rate of six (6) percent per annum until paid and shall be collected in the same manner as taxes on real property are collected, or, at the County's option, said lien may be enforced in the manner provided for the enforcement of liens by Chapter 85, F.S.